

RG 104, 8KRA-104-84-051
Box 2

Miscellaneous Correspondence
Relating Primarily to Building
Construction Alterations & Inspections,
1935-1937.



TREASURY DEPARTMENT

WASHINGTON

PROCUREMENT DIVISION
PUBLIC BUILDINGS BRANCH

August 13, 1936.

IN REPLYING QUOTE THE ABOVE SUB-
JECT, BUILDING, AND THESE LETTERS

PB- SA-S

Construction Engineer Owens,
United States Mint,
Denver, Colorado.

Sir:

Receipt is acknowledged of your letter of July 7, 1936,
reporting on the shop inspection of the structural steel
for the ~~Post Office Building~~ U. S. Mint, Denver Colorado.

You are advised that in view of the data supplied by
the report submitted, the steel involved may be accepted
for use in connection with this project.

By direction of the Supervising Engineer.

Very truly yours,

Superintendent of
Structural Engineering.

cc: Distr. Engr.
cc: Contractor.

PW-SE-F

James D. Owens,
U.S. Mint, Denver, Colo.

Denver, Colorado
July 7, 1936.

Supervising Engineer,
Public Works Branch,
Procurement Division,
Federal Warehouse,
Washington, D. C.

Sir:

Reference to the contract with the F.J.Kirchoff Construction Co., for construction of U. S. Mint Addition, Denver, Colo. and in compliance with instructions contained in letter, PW-SE-F-dated Oct. 11th, -35 to make shop inspection of approximately 475 tons structural Steel to be fabricated by the Midwest Steel & Iron Works, Denver, Colorado.

This is to certify that I have from time to time, visited the shop of the Midwest Steel & Iron Works, and inspected the structural members listed below:

<u>COLUMNS</u>				
<u>Quantity</u>	<u>Section</u>	<u>Length</u>	<u>Plan Mark</u>	
1	12"W-F 147Lbs	24-4	E-5-A	Plates
1	12 W-F 120 "	24-4	E-6-A	Angles
1	12 W-F 176 "	24-4	E-7-A	Rivets
1	10 W-F 89 "	20-1 $\frac{1}{2}$	E-6-B	
1	10 W-F 66 "	20-1 $\frac{1}{2}$	E-6-B	
1	10 W-F 77 "	20-1 $\frac{1}{2}$	E-5-B	
6	10 W-F 49 "	24-8	E-2A-3A-11A-12A-11A-4A	
2	10 W-F 49 "	22-6	E-10A-E-1A	
2	5 H 189 "	13-11	C1-C2	
4	8 W-F 31 "	16-1 $\frac{1}{2}$	C3-C4	

1st AND 2nd FLOOR BEAMS

<u>Quantity</u>	<u>Section</u>	<u>Length</u>	<u>Plan Mark</u>
2	24" W-F 87Lbs	24-7	201-202
1	21 W-F 59 "	16-5	203
18	6 Chan 8.2	5-6	M1.

1st AND 2nd FLOOR BEAMS (Con't)

<u>Quantity</u>	<u>Section</u>	<u>Length</u>	<u>Plan Mark</u>
2	36"W-F 300LBS	32-11 $\frac{1}{2}$	B-206-7
2	36 W-F 230 "	32-11 $\frac{1}{2}$	B-208-9
1	36 W-F 194 "	32-11 $\frac{1}{2}$	B-210
1	36 W-F 182 "	32-11 $\frac{1}{2}$	B-211
2	18 W-F 47 "	23-6 $\frac{1}{2}$	B-212-3
2	18 W-F 47 "	18-3	B-214
2	18 W-F 47 "	18-3 $\frac{1}{2}$	B-215
4	18 W-F 50 "	18-3	B-216
4-	18 W-F 50 "	18-3 $\frac{1}{2}$	B-217
2	16 W-F 36 "	18-3	B-218
2	16 W-F 36 "	18-3 $\frac{1}{2}$	B-219
2	18 W-F 50 "	17-2 $\frac{1}{2}$	B-220-1
2	21 W-F 68 "	23-6 $\frac{1}{2}$	B-222-3
1	24 W-F 68 "	21-11	B-224
2	24 W-F 74 "	23-6 $\frac{1}{2}$	B-225-6
3	24 W-F 74 "	26- $\frac{1}{2}$	B-230
1	21 W-F 59 "	26- $\frac{1}{2}$	B-227
2	12 W-F 25 "	7-1 $\frac{1}{2}$	B-231-2
1	27 W-F 91 "	26- $\frac{1}{2}$	B-233
1	27 W-F 91 "	25-6 $\frac{1}{2}$	B-234
1	14 W-F 30 "	8-1 $\frac{1}{2}$	B-235
1	14 W-F 30 "	7-1- $\frac{1}{2}$	B-236
2	14 W-F 30 "	9-10 $\frac{1}{2}$	B-242
2-	33 W-F 125 "	26- $\frac{1}{2}$	B-239-240
2	12 W-F 25 "	3-9 $\frac{1}{2}$	B-241
6	20 Eyes 65.4	3-0	G1-G2
2	18 Chan 42.7	8-1 $\frac{1}{2}$	B-237
1	15 Chan 33.9	9-4	B-237
1	15 Plate 52x8-1 $\frac{1}{2}$	33-9	B-237
1	8 Chan 11.5-	8-1 $\frac{1}{2}$	B238
3	10 Chan 15.3-8	10- $\frac{1}{2}$	B-M1
8	6 Chan 8.2	1-2 $\frac{1}{2}$	B-M2

2nd FLOOR AND ATTIC BEAMS

2	14 Chan 30	8-6	B-243-4
2	24 " 74	24-7	B-301-2
1	18 " 50	16-5	B-303
4	36 " 230	32-11 $\frac{1}{2}$	B-304-5
2	36 " 182	32-11 $\frac{1}{2}$	B-306
2	18 " 47	23-6 $\frac{1}{2}$	B-307
2	18 " 47	26- $\frac{1}{2}$	B-309
1	18 " 55	22-1	B-308
4	16 " 40	18-3 $\frac{1}{2}$	B-310
8	16 " 45	18-3 $\frac{1}{2}$	B-311

BEAMS FOR ATTIC, TANK AND WASHING DECK

2	16"W-F 45Lbs	17-5 $\frac{1}{2}$	B-312-3
4	14"W-F 30 "	18-3 $\frac{1}{2}$	B-314
2	21 W-F 59 "	23-6 $\frac{1}{2}$	B-315
2	21 W-F 59 "	26-0 $\frac{1}{2}$	B-318

1st AND 2nd FLOOR BEAMS (Con't)

<u>Quantity</u>	<u>Section</u>	<u>Length</u>	<u>Plan Mark</u>
2	36"W-F 300LBS	32-11 $\frac{1}{2}$	B-206-7
2	36 W-F 230 "	32-11 $\frac{1}{2}$	B-208-9
1	36 W-F 194 "	32-11 $\frac{1}{2}$	B-210
1	36 W-F 182 "	32-11 $\frac{1}{2}$	B-211
2	18 W-F 47 "	23-6 $\frac{1}{2}$	B-212-3
2	18 W-F 47 "	18-3	B-214
2	18 W-F 47 "	18-3 $\frac{1}{2}$	B-215
4	18 W-F 50 "	18-3	B-216
4-	18 W-F 50 "	18-3 $\frac{1}{2}$	B-217
2	16 W-F 36 "	18-3	B-218
2	16 W-F 36 "	18-3 $\frac{1}{2}$	B-219
2	18 W-F 50 "	17-2 $\frac{1}{2}$	B-220-1
2	21 W-F 68 "	23-6 $\frac{1}{2}$	B-222-3
1	24 W-F 68 "	21-11	B-224
2	24 W-F 74 "	23-6 $\frac{1}{2}$	B-225-6
3	24 W-F 74 "	26- $\frac{1}{2}$	B-230
1	21 W-F 59 "	26- $\frac{1}{2}$	B-227
2	12 W-F 25 "	7-1 $\frac{1}{2}$	B-231-2
1	27 W-F 91 "	26- $\frac{1}{2}$	B-233
1	27 W-F 91 "	25-6 $\frac{1}{2}$	B-234
1	14 W-F 30 "	8-1 $\frac{1}{2}$	B-235
1	14 W-F 30 "	7-1- $\frac{1}{2}$	B-236
2	14 W-F 30 "	9-10 $\frac{1}{2}$	B-242
2-	33 W-F 125 "	26- $\frac{1}{2}$	B-239-240
2	12 W-F 25 "	3-9 $\frac{1}{2}$	B-241
6	20 Eyes 65.4	3-0	G1-G2
2	18 Chan 42.7	8-1 $\frac{1}{2}$	B-237
1	15 Chan 33.9	9-4	B-237
1	15 Plate 52x8-1 $\frac{1}{2}$	33-9	B-237
1	8 Chan 11.5-	8-1 $\frac{1}{2}$	B238
3	10 Chan 15.3-8	10- $\frac{1}{2}$	B-M1
8	6 Chan 8.2	1-2 $\frac{1}{2}$	B-M2

2nd FLOOR AND ATTIC BEAMS

2	14 Chan 30	8-6	B-243-4
2	24 " 74	24-7	B-301-2
1	13 " 50	16-5	B-303
4	36 " 230	32-11 $\frac{1}{2}$	B-304-5
2	36 " 182	32-11 $\frac{1}{2}$	B-306
2	18 " 47	23-6 $\frac{1}{2}$	B-307
2	18 " 47	26- $\frac{1}{2}$	B-309
1	18 " 55	22-1	B-308
4	16 " 40	18-3 $\frac{1}{2}$	B-310
8	16 " 45	18-3 $\frac{1}{2}$	B-311

BEAMS FOR ATTIC, TANK AND WASHING DECK

2	16"W-F 45Lbs	17-5 $\frac{1}{2}$	B-312-3
4	14"W-F 30 "	18-3 $\frac{1}{2}$	B-314
2	21 W-F 59 "	23-6 $\frac{1}{2}$	B-315
2	21 W-F 59 "	26-0 $\frac{1}{2}$	B-318

BEAMS FOR ATTIC, TANK AND WASHING DECK

<u>Quantity</u>	<u>Section</u>	<u>Length</u>	<u>Plan Mark</u>
2	21"W-F 63Lbs	23-6 $\frac{1}{2}$	B 316
2	21 W-F 63 "	24-7	B 317
4	21 W-F 63 "	26-0- $\frac{1}{2}$	B 319-320
1	21 W-F 63 "	25-7 $\frac{1}{2}$	B 321
2	8 " Chans 11.5	8-11 $\frac{1}{2}$	B 322-3
2	8 " 11.5	6-9	B 245

TANK AND WASHING DECK BEAMS

2	8"Chans 11.5 Lbs	12-5 $\frac{1}{2}$	B-246 R
3	8 " 11.5 "	6-9	B-247-1-326
4	8 " 11.5 "	12-10 $\frac{1}{2}$	B-248-9
1	10 " 20. "	16-8 $\frac{1}{2}$	B-250
2	8 W-F 21 "	12-5 $\frac{1}{2}$	B-251
1	8 W-F 21 "	12-10 $\frac{1}{2}$	B-252
2	8 W-F 24 "	12-10 $\frac{1}{2}$	B-253
1	10 Chans 20 "	12-9 $\frac{1}{2}$	B-254
1	10 Chans 20 "	16-2 $\frac{1}{2}$	B-255
1	15 " 5.5 "	26-2 $\frac{1}{2}$	B-256

COLUMNS AND BEAMS

8	20"Eyes 65.4	1-6"	M-1
1	12 Chan 20.7	6-9	B-324

ROOF BEAMS

2	21"W-F 73	31-0-3/8	R-1
2	21 W-F 63	31-0-3/8	R-2
2	18 W-F 50	26-8 3/4	R-4
2	18 W-F 50	27-0 1/8	R-6
1	18 W-F 47	15-10	R-5
2	8 W-F 17	8-3	R-3
2	18 W-F 55	38-11 7/8	R-7-R L
2	12 W-F 25	14-2 $\frac{1}{2}$	R-9
2	12 W-F 25	14-7 5/8	R-9
2	12 Chan 20.7	5-2 3/8	R-8-R
4	4 " 5.4	2-6 5/16	M-A-R
1	8 W-F 17	8-10 $\frac{1}{2}$	R-10
2	8 W-F 17	5-7	R-18-R
2	8 W-F 17	6-0	R-19-R
2	8 Chans 11.5	8-10 $\frac{1}{2}$	R-13
2	8 " 11.5	2-11	R-12
8	12 W-F 25	18-3 $\frac{1}{2}$	R-14

ROOF BEAMS con't

<u>Quantity</u>	<u>Section</u>	<u>Length</u>	<u>Plan Mark</u>
2	12"WF 25Lbs	18-3 $\frac{1}{2}$	R-14
2	10 " 21	15-10	R-15
2	10 " 21	15-1	R16 R & L
2	10 " 21	15-6	R-17 R & L
4	16 " 36	26-0	R-21
2	16 " 36	26-0	R-20
2	14 " 30	24-1 $\frac{1}{2}$	R-26 R & L
2	14 " 30	24-2 $\frac{1}{2}$	R-27 R & L
2	8 " 17	9-7 $\frac{1}{2}$	R-28
2	8 " 17	9-6 $\frac{1}{2}$	R-29
1	8 " 17	8-3	R-30
2	8 " 31	4-3	C-8
2	8 " 31	8-0 $\frac{1}{2}$	C-9
2	8 " 31	11-9 $\frac{1}{2}$	C-10
1	8 " 17	12-2 $\frac{1}{2}$	R-32
1	8Chan 11.5	8-8	R-33
1	8 " 11.5	10-0 $\frac{1}{2}$	R-34
1	8 " 11.5	7-10	R-35
1	8 " 11.5	5-8	R-36
1	8 " 11.5	8-1	R-37
1	6 H 15.5	8-11 $\frac{1}{2}$	C-11
1	6 H 15.5	1-2 3/16	C-12
2	12Chan 20.7	26-2	M-2 R&L
4	12 " 20.7	18-4 $\frac{1}{2}$	M-3 M-4
1	12 " 20.7	16-6	M-5
2	12 " 20.7	26-3 $\frac{1}{2}$	M-6 R&L
2	12 " 20.7	23-0	M-7 R&L
2	4 " 5.4	4-10 $\frac{1}{2}$	M-10 R&L
2	2 " 5.4	7-10 $\frac{1}{2}$	M-11 R&L
8	4 " 5.4	20-11 $\frac{1}{2}$	M-12,13,14 R&L
70	4 " 5.4	3-3 $\frac{1}{2}$	M-8 M-9
7	18 WF 47	0-6 $\frac{1}{2}$	
18	14 " 30	0-2 $\frac{1}{2}$	
11	14 " 30	0-6 $\frac{1}{2}$	
1	4Chan 5.4	13-11 $\frac{1}{2}$	M-16
2	4 " 5.4	20-0	M-14 R&L
2	6 " 8.2	9-5	R-38 & 39
1	6 " 8.2	8-1 $\frac{1}{2}$	R-41
1	6 " 8.2	9-0 5/8	R-44
1	8 " 11.5	9-4 $\frac{1}{2}$	R-40
1	8 " 11.5	9-4	R-42
1	8 " 11.5	8-11 $\frac{1}{2}$	R-43
1	6 " 8.2	5-6 3/8	R-45
1	6 " 8.2	6-4 $\frac{1}{2}$	R-46
1	8 " 11.5	5-4 $\frac{1}{2}$	R-47
1	8 WF 17	5-11 $\frac{1}{2}$	R-48
1	8 " 17	26-2 $\frac{1}{2}$	R-49
1	8 " 17	16-9 $\frac{1}{2}$	R-50
1	8 " 17	16-9	R-51
1	6 " 12.5	7-3	R-52
1	6 " 12.5	7-3	R-53
1	10 " 25.4	0-5 $\frac{1}{2}$	M-22

VAULT STEEL - GRILLAGE FOR VAULT

<u>Quantity</u>	<u>Section</u>	<u>Length</u>	<u>Plan Mark</u>
2	10WF 45Lbs	23-11	V-41
2	10" 45	23-8	V-41 A
2	10" 45	26-5	V-42
2	10" 45	26-2	V-42 A
1	10" 45	19-11	V-43 A
1	10" 45	30-2	V-44
1	10" 45	29-11	V-44 A
2	10" 45	32-8	V-45 & 47
2	10" 45	32-5	V-45 A
1	10" 45	32-2	V-46 A
4	10" 45	23-9	3-V-48 & 1 V49
1	10" 45	20-0	V-50
2	10" 45	26-3	V-51-52
4	10" 45	30-0	3-V 53 & 1 V-54
4	10" 45	32-6	V-55
1	10" 45	36-3	V-56
1	10" 60	31-2	V-59
1	10" 60	31-2	V-60
1	10Chen 25	36-2	V-57
1	10 " 25	20-0	V-58

VAULT GRILLAGE AND COLUMNS

2	10" WF 60	25-0	V-61 R&L
42	8 " 35	5-5 $\frac{1}{2}$	V-62
4	10 " 41	6-4 $\frac{1}{2}$	V-65
42	14 " 43	6-6 $\frac{1}{2}$	V-64

VAULT COLUMNS

42	14"WF 43	6-3 $\frac{1}{2}$	V-64A V-64 B
4	10 " 41	6-4 $\frac{1}{2}$	V-65A V-65 B
1	10 " 54	18-4 3/8	V-1A
1	10 " 66	18-4 3/8	V-11A
2	10 " 72	18-4 3/8	V-21A V-31A
1	10 " 60	18-4 $\frac{1}{2}$	V-2A
1	10 " 66	18-4 $\frac{1}{2}$	V-12A
2	10 " 89	18-4 $\frac{1}{2}$	V-22 V-32
15	10 " 66	19-10 $\frac{1}{2}$	V-3 to V-10 V-14 to V-20
7	10 " 72	19-10 $\frac{1}{2}$	V-13
7	10 " 77	19-10 $\frac{1}{2}$	V-24 to V-30
9	10 " 89	19-10 $\frac{1}{2}$	V-23 & V-33 to V-40
1	14 " 43	4-8	V-77
8	16 " 36	5-11 $\frac{1}{2}$	V-88
4	16 " 36	6-0 $\frac{1}{2}$	V-89
8	16 " 36	5-2 $\frac{1}{2}$	3 V-90 2 V-92 V91, V93, V93
14	16 " 36	6-1 $\frac{1}{2}$	V-95 V-96
4	16 " 36	6-6 $\frac{1}{2}$	V-99 V-100
12	16 " 36	4-4 $\frac{1}{2}$	V-101
12	16 " 36	5-10 $\frac{1}{2}$	V-102

VAULT COLUMNS

<u>QUANTITY</u>	<u>SECTION</u>	<u>LENGTH</u>	<u>PLAN MARK</u>
2	18" WF 36	3-2 $\frac{1}{2}$	V-103 V-104
2	16 " 36	3-3	V-105 V-106
9	16 " 40	6-1 $\frac{1}{2}$	V-97
9	16 " 40	6-1 $\frac{1}{2}$	V-98
2	16 " 36	4-7	V-107 V-108
10	16 " 36	4-7 $\frac{1}{2}$	V-109, 110, 111, 7- V-172
8	16 " 36	3-3	V-113 7-V-114
2	16 " 36	4-8	V-115 V-116
10	16 " 36	4-8 $\frac{1}{2}$	V-117 2-V-118 7-V-199
4	16 " 36	5-2 $\frac{1}{2}$	V-121
4	16 " 36	6-6 $\frac{1}{2}$	V-112 V-123
4	16 " 36	5-11 $\frac{1}{2}$	V-124
10	16 " 36	26-7	V-126 9-V-125
32	16 " 40	6-1 $\frac{1}{2}$	V-120
1	12 " 25	5-6	V-127
1	12 " 32	5-6	V-128

DOORS

<u>QUANTITY</u>		<u>SECTION</u>	<u>LENGTH</u>
14	Doors	2 - 9	6-1 5/8
2	Doors	2 - 5	6-1 5/8
1	Pl	5/16x2-5 $\frac{1}{2}$	6-5 3/8
2	Ls	2 $\frac{1}{2}$ x2 $\frac{1}{2}$ x3/8	6-4 3/8
2	"	2 $\frac{1}{2}$ x2 $\frac{1}{2}$ x3/8	2-4 7/8
2	L	2x2x5/16	2-4 $\frac{1}{2}$
2	Bars	2 $\frac{1}{2}$ x3/8	1-11 $\frac{1}{2}$
2	Ls	5x3x3/8	0-5
2	14 Round Rod		1-1 $\frac{1}{2}$
2	XX Bars	$\frac{1}{2}$ x1 $\frac{1}{2}$	3-10 Approx
1	Device		
1	Lock		
2	Hinges		

VAULT MISC. STEEL

<u>QUANTITY</u>	<u>SECTION</u>	<u>LENGTH</u>	<u>PLAN MARK</u>
12	18 WF 50	26-7	V-129
2	4 Chan 5.4	3-0	V-130

VAULT COLUMNS - SUB-BASEMENT

112	14 WF 43	6-3 $\frac{1}{2}$	V-66 to V-71 incl.
7	12 " 40	6-3 $\frac{1}{2}$	V-72
196	12 " 50	1-6 $\frac{1}{2}$	M-1

SUB-BASEMENT COLUMNS

1	10 WF 72	9-5 $\frac{1}{2}$	V-1
1	10 " 77	9-5 $\frac{1}{2}$	V-2
2	10 " 89	9-5 $\frac{1}{2}$	V-11 V-12
2	10 " 100	9-5 $\frac{1}{2}$	V-21 V-31
2	10 " 112	9-5 $\frac{1}{2}$	V-22 V-32

VAULT PLATES

<u>QUANTITY</u>		<u>PLATE AREA</u>	<u>PLAN MARK</u>
14	P1	12x1-3-6	P-2
14	P1	8x1 $\frac{1}{2}$ -3-6	P-3
2	"	8 $\frac{1}{2}$ x1-1-9	P-1
4	"	5/16x4-5 $\frac{1}{2}$ x10-7	P-1
4	"	5/16x4-0 1/8x10-7	P-2
4	"	5/16x5-9 1/8x10-7	P-3
4	"	5/16x6-2 $\frac{1}{2}$ x10-7	P-4
8	"	5/16x31-1-5	P-5
6	"	3/8x5-10-0 $\frac{1}{2}$	P-6
6	"	5/16x6-0 $\frac{1}{2}$ x10-7	P-7
6	"	5/16x5-4-10-7	P-8
2	"	5/16x4-4x10-7	P-9
2	"	5/16x4-6 7/8x10-7	P-11
2	"	5/16x3-1 $\frac{1}{2}$ -10-7	P-12
2	"	3/8x5-10-0 $\frac{1}{2}$	P-10
28	"	8x7/8-1-0	BP-12
8	"	3x1/8-0-7	F-1
36	"	7x1/8-1-6	F-2
8	"	9x $\frac{3}{4}$ -10	BP-14
1	"	5/16x3-2 $\frac{1}{2}$ x7-11	P-2
7	"	5/16x3-2 5/8x7-11	P-3
1	"	5/16x4-8x7'-11"	P-4
7	"	5/16x4-8 1/8x7'-11"	P-5
1	"	5/16x5-1 $\frac{1}{2}$ x7'-11"	P-6
1	"	5/16x1'-6x2'-6	P-7
1	"	5/16x1'-1 3/16x8'-0"	P-8
1	"	5/16x1'-1x8'-0"	P-9

STEEL SUPPORT VAULT #3

<u>QUANTITY</u>	<u>SECTION</u>	<u>LENGTH</u>	<u>PLAN MARK</u>
1	16 W.F. 36lbs	13-2	VV 1
1	16 " 36	11-3 $\frac{1}{2}$	VV 2
2	14 " 30	12-6 $\frac{1}{2}$	VV 3
4	PL 8x1 $\frac{1}{2}$	1-0	With Star
4	PL 7x $\frac{1}{2}$	0-10 $\frac{1}{2}$	

OLD WEIGH CLERKS OFFICE

2	14 W.F. 30lbs	15-1 $\frac{1}{2}$
1	15 Chan 33.9	13-4
2	15 " 33.9	4-11 $\frac{1}{2}$
4	6 " 12 $\frac{1}{2}$	6-0

BEAMS UNDER VAULT NO. 4

1	W.F. 27 @ 91 lbs	12-0	M.B. 7
1	" 18 " 47	9-4 $\frac{3}{4}$	M.B. 8
1	" 18 " 47	11-10 $\frac{1}{2}$	M.B. 9
1	P.L. 12x3/8	1-5 $\frac{1}{2}$	
1	P.L. 12x3/8	2-2 $\frac{3}{4}$	
1	P.L. 12x3/4	1-7	

BASEMENT. BEAMS ~~BEAMS UNDER VAULT NO. 4~~ (Elev. Lobby & Corridor)

1 - I	24 @ 79.9	30-9 $\frac{1}{2}$	BB 1
2 - WF	21 " 73.0	18-2 $\frac{1}{2}$	BB 2
1 - WF	21 " 63.0	20-10	BB 3
2 - "	12 " 28.0	13-2 $\frac{1}{2}$	BB 4
1 - "	16 " 36.0	11-1 $\frac{1}{2}$	BB 5
1 - "	16 " 36.0	12-7 $\frac{1}{4}$	BB 6
2 - "	16 " 40.0	18-5 $\frac{1}{2}$	BB 7
1 - "	16 " 40.0	18-2 $\frac{1}{2}$	BB 8

ELEV. BEAMS & DOOR BUCKS

1 Chan	10" @ 200 lbs	9-1	EB 1
2 "	12 " 350 "	9-2	" 2
1 "	8 " 11 $\frac{1}{2}$	5-9 $\frac{1}{2}$	" 3
2 "	6 " 8.2	7-1 $\frac{1}{2}$	DB 1 R L
2 "	6 " 8.2	10-11	" 2 R L
2 "	6 " 8.2	8-3	" 3 R L
2 "	6 " 8.2	10-4	" 4 R L

ELEV. STEEL VAULT No.1

1	16 WF 64	17-6	EB 15 X
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KLIV. STEEL VAULT NO. 1 (Con't)

<u>QUANTITY</u>	<u>SECTION</u>	<u>LENGTH</u>	<u>PLAN MARK</u>
1	16 WF 64	18-1	KB 15
1	16 " 64	18-3	" 16
1	12 " 32	7-10	" 19
2	12 " 28	10-11	" 17 & 18

Miscellaneous angles, plates, shop Rivet Holes, 13/16" Rivets, 3/4 for General Construction; Vault Steel Punched 15/16" - Rivets 7/8" - Shop Coat - Red lead and oil as specified.

The foregoing dimensions constitute the majority of tonnage detailed for the Mint Job. With the exception of a few misc. pieces, rails and grilles all material has been installed.

During the course of my shop and field inspection I found the material listed herein, complied with the contract requirements and was fabricated in accordance with the drawings.

Very truly yours,

James D. Owens.

Construction Engineer.

PW-SE-F

James D. Owens,
U.S. Mint, Denver, Colo.

Denver, Colorado
July 7, 1936.

Supervising Engineer,
Public Works Branch,
Procurement Division,
Federal Warehouse,
Washington, D. C.

Sir:

Reference to the contract with the F.J.Kirchoff Construction Co., for construction of U. S. Mint Addition, Denver, Colo. and in compliance with instructions contained in letter, PW-SE-F-dated Oct. 11th, -35 to make shop inspection of approximately 475 tons structural Steel to be fabricated by the Midwest Steel & Iron Works, Denver, Colorado.

This is to certify that I have from time to time, visited the shop of the Midwest Steel & Iron Works, and inspected the structural members listed below:

<u>Quantity</u>	<u>Section</u>	<u>COLUMNS</u> <u>Length</u>	<u>Plan Mark</u>	
1	12"W-F 147Lbs	24-4	E-5-A	Plates
1	12 W-F 120 "	24-4	E-6-A	Angles
1	12 W-F 176 "	24-4	E-7-A	Rivets
1	10 W-F 89 "	20-1 $\frac{1}{2}$	E-6-B	
1	10 W-F 66 "	20-1 $\frac{1}{2}$	E-6-B	
1	10 W-F 77 "	20-1 $\frac{1}{2}$	E-5-B	
6	10 W-F 49 "	24-8	E-2A-3A-11A-12A-11A-4A	
2	10 W-F 49 "	22-6	E-10A-E-1A	
2	5 H 189 "	13-11	C1-C2	
4	8 W-F 31 "	16-1 $\frac{1}{2}$	C3-C4	

1st AND 2nd FLOOR BEAMS

<u>Quantity</u>	<u>Section</u>	<u>Length</u>	<u>Plan Mark</u>
2	24" W-F 87Lbs	24-7	201-202
1	21 W-F 59 "	16-5	203
18	6 Chan 8.2	5-6	M1.

1st AND 2nd FLOOR BEAMS (Con't)

<u>Quantity</u>	<u>Section</u>	<u>Length</u>	<u>Plan Mark</u>
2	36"W-F 300LBS	32-11 $\frac{1}{2}$	B-206-7
2	36 W-F 230 "	32-11 $\frac{1}{2}$	B-208-9
1	36 W-F 194 "	32-11 $\frac{1}{2}$	B-210
1	36 W-F 182 "	32-11 $\frac{1}{2}$	B-211
2	18 W-F 47 "	23-6 $\frac{1}{2}$	B-212-3
2	18 W-F 47 "	18-3	B-214
2	18 W-F 47 "	18-3 $\frac{1}{2}$	B-215
4	18 W-F 50 "	18-3	B-216
4-	18 W-F 50 "	18-3 $\frac{1}{2}$	B-217
2	16 W-F 36 "	18-3	B-218
2	16 W-F 36 "	18-3 $\frac{1}{2}$	B-219
2	18 W-F 50 "	17-2 $\frac{1}{2}$	B-220-1
2	21 W-F 68 "	23-6 $\frac{1}{2}$	B-222-3
1	24 W-F 68 "	21-11	B-224
2	24 W-F 74 "	23-6 $\frac{1}{2}$	B-225-6
3	24 W-F 74 "	26- $\frac{1}{2}$	B-230
1	21 W-F 59 "	26- $\frac{1}{2}$	B-227
2	12 W-F 25 "	7-1 $\frac{1}{2}$	B-231-2
1	27 W-F 91 "	26- $\frac{1}{2}$	B-233
1	27 W-F 91 "	25-6 $\frac{1}{2}$	B-234
1	14 W-F 30 "	8-1 $\frac{1}{2}$	B-235
1	14 W-F 30 "	7-1- $\frac{1}{2}$	B-236
2	14 W-F 30 "	9-10 $\frac{1}{2}$	B-242
2-	33 W-F 125 "	26- $\frac{1}{2}$	B-239-240
2	12 W-F 25 "	3-9 $\frac{1}{2}$	B-241
6	20 Eyes 65.4	3-0	G1-G2
2	18 Chan 42.7	8-1 $\frac{1}{2}$	B-237
1	15 Chan 33.9	9-4	B-237
1	15 Plate 52x8-1 $\frac{1}{2}$	33-9	B-237
1	8 Chan 11.5-	8-1 $\frac{1}{2}$	B238
3	10 Chan 15.3-8	10- $\frac{1}{2}$	B-M1
8	6 Chan 8.2	1-2 $\frac{1}{2}$	B-M2

2nd FLOOR AND ATTIC BEAMS

2	14 Chan 30	8-6	B-243-4
2	24 " 74	24-7	B-301-2
1	18 " 50	16-5	B-303
4	36 " 230	32-11 $\frac{1}{2}$	B-304-5
2	36 " 182	32-11 $\frac{1}{2}$	B-306
2	18 " 47	23-6 $\frac{1}{2}$	B-307
2	18 " 47	26- $\frac{1}{2}$	B-309
1	18 " 55	22-1	B-308
4	16 " 40	18-3 $\frac{1}{2}$	B-310
8	16 " 45	18-3 $\frac{1}{2}$	B-311

BEAMS FOR ATTIC, TANK AND WASHING DECK

2	16"W-F 45Lbs	17-5 $\frac{1}{2}$	B-312-3
4	14"W-F 30 "	18-3 $\frac{1}{2}$	B-314
2	21 W-F 59 "	23-6 $\frac{1}{2}$	B-315
2	21 W-F 59 "	26-0 $\frac{1}{2}$	B-318

BEAMS FOR ATTIC, TANK AND WASHING DECK

<u>Quantity</u>	<u>Section</u>	<u>Length</u>	<u>Plan Mark</u>
2	21"W-F 63Lbs	23-6 $\frac{1}{2}$	B 316
2	21 W-F 63 "	24-7	B 317
4	21 W-F 63 "	26-0- $\frac{1}{2}$	B 319-320
1	21 W-F 63 "	25-7 $\frac{1}{2}$	B 321
2	8 " Chans 11.5	8-11 $\frac{1}{2}$	B 322-3
2	8 " 11.5	6-9	B 245

TANK AND WASHING DECK BEAMS

2	8"Chans 11.5 Lbs	12-5 $\frac{1}{2}$	B-246 R
3	8 " 11.5 "	6-9	B-247-1-326
4	8 " 11.5 "	12-10 $\frac{1}{2}$	B-248-9
1	10 " 20. "	16-8 $\frac{1}{2}$	B-250
2	8 W-F 21 "	12-5 $\frac{1}{2}$	B-251
1	8 W-F 21 "	12-10 $\frac{1}{2}$	B-252
2	8 W-F 24 "	12-10 $\frac{1}{2}$	B-253
1	10 Chans 20 "	12-9 $\frac{1}{2}$	B-254
1	10 Chans 20 "	16-2 $\frac{1}{2}$	B-255
1	15 " 5.5 "	26-2 $\frac{1}{2}$	B-256

COLUMNS AND BEAMS

8	20"Eyes 65.4	1-6"	N-1
1	12 Chan 20.7	6-9	B-324

ROOF BEAMS

2	21"W-F 73	31-0-3/8	R-1
2	21 W-F 63	31-0-3/8	R-2
2	18 W-F 50	26-8 3/4	R-4
2	18 W-F 50	27-0 1/8	R-6
1	18 W-F 47	15-10	R-5
2	8 W-F 17	8-3	R-3
2	18 W-F 55	38-11 7/8	R-7-R L
2	12 W-F 25	14-2 $\frac{1}{2}$	R-9
2	12 W-F 25	14-7 5/8	R-9
2	12 Chan 20.7	5-2 3/8	R-8-R
4	4 " 5.4	2-6 5/16	N-A-R
1	8 W-F 17	8-10 $\frac{1}{2}$	R-10
2	8 W-F 17	5-7	R-18-R
2	8 W-F 17	6-0	R-19-R
2	8 Chans 11.5	8-10 $\frac{1}{2}$	R-13
2	8 " 11.5	2-11	R-12
8	12 W-F 25	18-3 $\frac{1}{2}$	R-14

ROOF BEAMS con't

<u>Quantity</u>	<u>Section</u>	<u>Length</u>	<u>Plan Mark</u>
2	12"WF 25Lbs	18-3 $\frac{1}{2}$	R-14
2	10 " 21	15-10	R-15
2	10 " 21	15-1	R16 R & L
2	10 " 21	15-6	R-17 R & L
4	16 " 36	26-0	R-21
2	16 " 36	26-0	R-20
2	14 " 30	24-1 $\frac{1}{2}$	R-26 R & L
2	14 " 30	24-2 $\frac{1}{2}$	R-27 R & L
2	8 " 17	9-7 $\frac{1}{2}$	R-28
2	8 " 17	9-6 $\frac{1}{2}$	R-29
1	8 " 17	8-3	R-30
2	8 " 31	4-3	C-8
2	8 " 31	8-0 $\frac{1}{2}$	C-9
2	8 " 31	11-9 $\frac{1}{2}$	C-10
1	8 " 17	12-2 $\frac{1}{2}$	R-32
1	8Chan 11.5	8-8	R-33
1	8 " 11.5	10-0 $\frac{1}{2}$	R-34
1	8 " 11.5	7-10	R-35
1	8 " 11.5	5-8	R-36
1	8 " 11.5	8-1	R-37
1	6 H 15.5	5-11 $\frac{1}{2}$	C-11
1	6 H 15.5	1-2 3/16	C-12
2	12Chan 20.7	26-2	M-2 R&L
4	12 " 20.7	18-4 $\frac{1}{2}$	M-3 M-4
1	12 " 20.7	16-6	M-5
2	12 " 20.7	26-3 $\frac{1}{2}$	M-6 R&L
2	12 " 20.7	23-0	M-7 R&L
2	4 " 5.4	4-10 $\frac{1}{2}$	M-10 R&L
2	2 " 5.4	7-10 $\frac{1}{2}$	M-11 R&L
8	4 " 5.4	20-11 $\frac{1}{2}$	M-12,13,14 R&L
70	4 " 5.4	3-3 $\frac{1}{2}$	M-8 M-9
7	18 WF 47	0-6 $\frac{1}{2}$	
18	14 " 30	0-2 $\frac{1}{2}$	
11	14 " 30	0-6 $\frac{1}{2}$	
1	4Chan 5.4	13-11 $\frac{1}{2}$	M-16
2	4 " 5.4	20-0	M-14 R&L
2	6 " 8.2	9-5	R-38 & 39
1	6 " 8.2	8-1 $\frac{1}{2}$	R-41
1	6 " 8.2	9-0 5/8	R-44
1	8 " 11.5	9-4 $\frac{1}{2}$	R-40
1	8 " 11.5	9-4	R-42
1	8 " 11.5	8-11 $\frac{1}{2}$	R-43
1	6 " 8.2	5-6 3/8	R-45
1	6 " 8.2	6-4 $\frac{1}{2}$	R-46
1	8 " 11.5	5-4 $\frac{1}{2}$	R-47
1	8 WF 17	5-11 $\frac{1}{2}$	R-48
1	8 " 17	26-2 $\frac{1}{2}$	R-49
1	8 " 17	16-9 $\frac{1}{2}$	R-50
1	8 " 17	16-9	R-51
1	6 " 12.5	7-3	R-52
1	6 " 12.5	7-3	R-53
1	10 " 25.4	0-5 $\frac{1}{2}$	M-22

VAULT STEEL - GRILLAGE FOR VAULT

<u>Quantity</u>	<u>Section</u>	<u>Length</u>	<u>Plan Mark</u>
2	10WF 45Lbs	23-11	V-41
2	10" 45	23-8	V-41 A
2	10" 45	26-5	V-42
2	10" 45	26-2	V-42 A
1	10" 45	19-11	V-43 A
1	10" 45	30-2	V-44
1	10" 45	29-11	V-44 A
2	10" 45	32-8	V-45 & 47
2	10" 45	32-5	V-45 A
1	10" 45	32-2	V-46 A
4	10" 45	23-9	3-V-48 & 1 V49
1	10" 45	20-0	V-50
2	10" 45	26-3	V-51-52
4	10" 45	30-0	3-V 53 & 1 V-54
4	10" 45	32-6	V-55
1	10" 45	36-3	V-56
1	10" 60	31-2	V-59
1	10" 60	31-2	V-60
1	10Chen 25	36-2	V-57
1	10 " 25	20-0	V-58

VAULT GRILLAGE AND COLUMNS

2	10" WF 60	25-0	V-61 R&L
42	8 " 35	5-5 1/2	V-62
4	10 " 41	6-4 1/2	V-65
42	14 " 43	6-6 1/2	V-64

VAULT COLUMNS

42	14"WF 43	6-3 1/2	V-64A V-64 B
4	10 " 41	6-4 1/2	V-65A V-65 B
1	10 " 54	18-4 3/8	V-1A
1	10 " 66	18-4 3/8	V-11A
2	10 " 72	18-4 3/8	V-21A V-31A
1	10 " 60	18-4 1/2	V-2A
1	10 " 66	18-4 1/2	V-12A
2	10 " 89	18-4 1/2	V-22 V-32
15	10 " 66	19-10 1/2	V-3 to V-10 V-14 to V-20
7	10 " 72	19-10 1/2	V-13
7	10 " 77	19-10 1/2	V-24 to V-30
9	10 " 89	19-10 1/2	V-23 & V-33 to V-40
1	14 " 43	4-8	V-77
8	16 " 36	5-11 1/2	V-88
4	16 " 36	6-0 1/2	V-89
8	16 " 36	5-2 1/2	3 V-90 2 V-92 V91, V93, V93
14	16 " 36	6-1 1/2	V-95 V-96
4	16 " 36	6-6 1/2	V-99 V-100
12	16 " 36	4-4 1/2	V-101
12	16 " 36	5-10 1/2	V-102

VAULT COLUMNS

<u>QUANTITY</u>	<u>SECTION</u>	<u>LENGTH</u>	<u>PLAN MARK</u>
2	18" WF 36	5-2 $\frac{1}{2}$	V-103 V-104
2	16 " 36	3-3	V-105 V-106
9	16 " 40	6-1 $\frac{1}{2}$	V-97
9	16 " 40	6-1 $\frac{1}{2}$	V-98
2	16 " 36	4-7	V-107 V-108
10	16 " 36	4-7 $\frac{1}{2}$	V-109, 110, 111, 7- V-172
8	16 " 36	3-3	V-113 7-V-114
2	16 " 36	4-8	V-115 V-116
10	16 " 36	4-8 $\frac{1}{2}$	V-117 2-V-118 7-V-199
4	16 " 36	5-2 $\frac{1}{2}$	V-121
4	16 " 36	6-8 $\frac{1}{2}$	V-112 V-123
4	16 " 36	5-11 $\frac{1}{2}$	V-124
10	16 " 36	26-7	V-126 9-V-125
32	16 " 40	6-1 $\frac{1}{2}$	V-120
1	12 " 25	5-6	V-127
1	12 " 32	5-6	V-128

DOORS

<u>QUANTITY</u>		<u>SECTION</u>	<u>LENGTH</u>
14	Doors	2 - 9	6-1 5/8
2	Doors	2 - 5	6-1 5/8
1	Pl	5/16x2-5 $\frac{1}{2}$	6-5 3/8
2	Ls	2 $\frac{1}{2}$ x2 $\frac{1}{2}$ x3/8	6-4 3/8
2	"	2 $\frac{1}{2}$ x2 $\frac{1}{2}$ x3/8	2-4 7/8
2	L	2x2x5/16	2-4 $\frac{1}{2}$
2	Bars	2 $\frac{1}{2}$ x3/8	1-11 $\frac{1}{2}$
2	Ls	5x3x3/8	0-5
2	14 Round Rod		1-1 $\frac{1}{2}$
2	XX Bars	1x1 $\frac{1}{2}$	3-10 Approx
1	Device		
1	Lock		
2	Hinges		

VAULT MISC. STEEL

<u>QUANTITY</u>	<u>SECTION</u>	<u>LENGTH</u>	<u>PLAN MARK</u>
12	15 WF 50	26-7	V-129
2	4 Chan 5.4	3-0	V-130

VAULT COLUMNS - SUB-BASIMENT

112	14 WF 43	6-3 $\frac{1}{2}$	V-66 to V-71 incl.
7	12 " 40	6-3 $\frac{1}{2}$	V-72
196	12 " 50	1-6 $\frac{1}{2}$	M-1

SUB-BASEMENT COLUMNS

1	10 WF 72	9-5 $\frac{1}{2}$	V-1
1	10 " 77	9-5 $\frac{1}{2}$	V-2
2	10 " 89	9-5 $\frac{1}{2}$	V-11 V-12
2	10 " 100	9-5 $\frac{1}{2}$	V-31 V-31
2	10 " 112	9-5 $\frac{1}{2}$	V-22 V-32

VAULT COLUMNS

<u>QUANTITY</u>	<u>SECTION</u>	<u>LENGTH</u>	<u>PLAN MARK</u>
2	16" WF 36	3-2 $\frac{1}{2}$	V-103 V-104
2	16 " 36	3-3	V-105 V-106
9	16 " 40	6-1 $\frac{1}{2}$	V-97
9	16 " 40	6-1 $\frac{1}{2}$	V-98
2	16 " 36	4-7	V-107 V-108
10	16 " 36	4-7 $\frac{1}{2}$	V-109, 110, 111, 7- V-172
8	16 " 36	3-3	V-113 7-V-114
2	16 " 36	4-8	V-115 V-116
10	16 " 36	4-8 $\frac{1}{2}$	V-117 2-V-118 7-V-199
4	16 " 36	5-2 $\frac{1}{2}$	V-121
4	16 " 36	6-6 $\frac{1}{2}$	V-112 V-123
4	16 " 36	5-11 $\frac{1}{2}$	V-124
10	16 " 36	26-7	V-126 9-V-125
32	16 " 40	6-1 $\frac{1}{2}$	V-120
1	12 " 25	5-6	V-127
1	12 " 32	5-6	V-128

DOORS

<u>QUANTITY</u>		<u>SECTION</u>	<u>LENGTH</u>
14	Doors	2 - 9	6-1 5/8
2	Doors	2 - 5	6-1 5/8
1	Pl	5/16x2-5 $\frac{1}{2}$	6-5 3/8
2	Ls	2 $\frac{1}{2}$ x2 $\frac{1}{2}$ x3/8	6-4 3/8
2	"	2 $\frac{1}{2}$ x2 $\frac{1}{2}$ x3/8	2-4 7/8
2	L	2x2x5/16	2-4 $\frac{1}{2}$
2	Bars	2 $\frac{1}{2}$ x3/8	1-11 $\frac{1}{2}$
2	Ls	5x3x3/8	0-5
2	14 Round Rod		1-1 $\frac{1}{2}$
2	2x Bars	$\frac{3}{4}$ x1 $\frac{1}{2}$	3-10 Approx
1	Device		
1	Lock		
2	Hinges		

VAULT MISC. STEEL

<u>QUANTITY</u>	<u>SECTION</u>	<u>LENGTH</u>	<u>PLAN MARK</u>
12	15 WF 50	26-7	V-129
2	4 Chan 5.4	3-0	V-130

VAULT COLUMNS - SUB-BASEMENT

112	14 WF 43	6-3 $\frac{1}{2}$	V-66 to V-71 incl.
7	12 " 40	6-3 $\frac{1}{2}$	V-72
196	12 " 50	1-6 $\frac{1}{2}$	M-1

SUB-BASEMENT COLUMNS

1	10 WF 72	9-5 $\frac{1}{2}$	V-1
1	10 " 77	9-5 $\frac{1}{2}$	V-2
2	10 " 89	9-5 $\frac{1}{2}$	V-11 V-12
2	10 " 100	9-5 $\frac{1}{2}$	V-21 V-31
2	10 " 112	9-5 $\frac{1}{2}$	V-22 V-32

VAULT PLATES

<u>QUANTITY</u>		<u>PLATE AREA</u>	<u>PLAN MARK</u>
14	P1	12x1-3-6	P-2
14	P1	8x1 $\frac{1}{2}$ -3-6	P-3
2	"	8 $\frac{1}{2}$ x1-1-9	P-1
4	"	5/16x4-5 $\frac{1}{2}$ x10-7	P-1
4	"	5/16x4-0 1/8x10-7	P-2
4	"	5/16x5-9 1/3x10-7	P-3
4	"	5/16x6-2 $\frac{1}{2}$ x10-7	P-4
8	"	5/16x31-1-5	P-5
6	"	3/8x5-10-0 $\frac{1}{2}$	P-6
6	"	5/16x6-0 $\frac{1}{2}$ x10-7	P-7
6	"	5/16x5-4-10-7	P-8
2	"	5/16x4-4x10-7	P-9
2	"	5/16x4-6 7/8x10-7	P-11
2	"	5/16x3-1 $\frac{1}{2}$ -10-7	P-12
2	"	3/8x5-10-0 $\frac{1}{2}$	P-10
28	"	8x7/8-1-0	BP-12
8	"	3x1/8-0-7	P-1
36	"	7x1/8-1-6	P-2
8	"	9x $\frac{1}{2}$ -10	BP-14
1	"	5/16x3-2 $\frac{1}{2}$ x7-11	P-2
7	"	5/16x3-2 5/8x7-11	P-3
1	"	5/16x4-8x7'-11"	P-4
7	"	5/16x4-8 1/8x7'-11"	P-5
1	"	5/16x5-1 $\frac{1}{2}$ x7'-11"	P-6
1	"	5/16x1'-6x2'-6	P-7
1	"	5/16x1'-1 3/16x8'-0"	P-8
1	"	5/16x1'-1x8'-0"	P-9

BETHLEHEM STEEL COMPANY

BETHLEHEM, PA.

Customer's
ORDER No. AND DATE
REQUISITION No.
CONTRACT No.

DATE 2/14/36
INVOICE No. DA 1467

SOLD TO

MIDWEST STEEL & IRON WORKS CO
25 LARIMER ST DENVER COLO

SHIPPED TO AND DESTINATION

MIDWEST STEEL & IRON WORKS CO
DENVER COLO

DATE SHIPPED 2/14/36 FROM LACKAWANNA, NY
DIST. No. 21 F. O. B. OUR WORKS
FINAL ROUTE SB NKP B C CB&Q
TERMS:

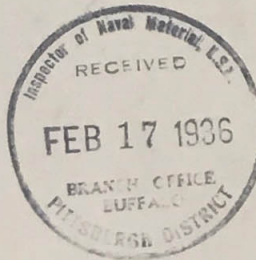
FREIGHT
(COLLECT)

DESCRIPTION FOR BILL OF LADING

Car Initial Car Number Pieces Scale Weight

UNIVERSAL & SHEARED PLATES

46803



Car Number Pieces Kind Length Width Gauge Marks Weight (Pounds) Product

FEB 09 8 721 STRUCT FOR BLDGS CLASS A
US NAVY INSP - SPECIALLY FLATTENED

723	2	2'11"	23	3	1210	395-9
M248-999*	2	2'10"	24		4270	
	2	2'4"	20		1165	
	7	2'2"	24	2-1/2"	485	
59F058	2	1'11"	24	2-1/2"	3155	
	2	2'2"	20		795	
	15	1'10"	20		900	
	1	2'0"	14	3/4	4770	
	2	30'5"			345	
					2190	
737	1	3'4"	40	4-1/4	1965	
M248-2*	1	3'0"	36	4	1500	
59F058						
71E268						

TREAS.

I. N. M. 10
FILE No. ET-15-237

REPORT OF MATERIAL SHIPPED
INSPECTION DISTRICT, BUFFALO, N. Y.

REPORT FOR'D-DATE 3-27-36

FOR 44 U. S. Mint, Denver, Colo.

Name of Ship, Contract, Bureau Order, Requisition

MATERIAL Steel.

This shipment was inspected by Navy Inspector at Sparrows Point, Md., and combined with a shipment from Lackawanna, N.Y., without further inspection by this office.

Inspection authorized by _____ on _____
(Bureau or office)
Inspection requested by manufacturer by _____ on _____
(Telephone, letter, etc.)
Manufacturer's notice received on _____
That material would be ready for inspection on _____
Material actually ready for inspection _____
Inspection begun on _____
Inspection completed on _____
Shipment authorized on _____

Certified copies of this report forwarded as follows:
1 To Bureau concerned
2 To supply officer (enclosed letter)
1 To officer at contract (Chicago)
1 To Inspector NM-Munhall
To Bureau S. and A. _____

Material stamped ~~XXX~~ (Cross out stamp not used.)
Where stamped Ea. plate at heat No. _____
Asst. Inspector's initials FSS
Order { completed ~~XXXX~~ not completed } Quantity { checked ~~XXXX~~ not checked } Weights { checked ~~XXX~~ not checked }

I CERTIFY that the above-described material has been inspected as to quality and quantity and is in accordance with the requirements of the order or contract.

n

R.W.Ryden, Capt. (CC)

U. S. N. Per O.B.Schirmer

BETHLEHEM STEEL COMPANY

BETHLEHEM, PA.

Customer's
ORDER No. AND DATE
REQUISITION No.
CONTRACT No.DATE 2/14/36
INVOICE No. DA 1467SOLD
TOMIDWEST STEEL & IRON WORKS CO
25 LARIMER ST DENVER COLOSHIPPED TO
AND
DESTINATIONMIDWEST STEEL & IRON WORKS CO
DENVER COLO

3600-50

DATE SHIPPED 2/14/36 FROM LACKAWANNA, NY
DIST. No. 21 F. O. B. OUR WORKS
FINAL ROUTE SB NKP B'G CB&Q
TERMS:

FREIGHT

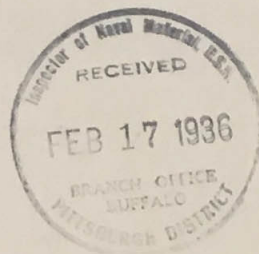
(COLLECT)

DESCRIPTION FOR BILL OF LADING

Car Initial Car Number Pieces Scale Weight

UNIVERSAL & SHEARED PLATES

PALE 46803

Customer's and
Inspector's Receipt

Heat Numbers

Pieces

Kind

Length

Width

Gauge

Marks

Weight
(Pounds)Prod
SymbolShipper's
Product
AmountFEB 23 8 721 STRUCT FOR BLDGS CLASS A
US NAVY INSP - SPECIALLY FLATTENED

723 M248-999*	73F048	2	2'1"	28	3	1210	335-9
		1	1'10"			4270	
		2	2'4"	24		1165	
		1		20		485	
		7	2'2"			3155	
	59F058	2	1'11"	24	2-1/2"	795	
		2	2'2"			900	
		15	1'10"	20		4770	
		1	2'0"			345	
		2	30'5"	14	3/4	2190	
737 M248-2*	59F058	1	3'4"	40	4-1/4	1965	
	71E268	1	3'0"	36	4	1500	

TREAS.

I. N. M. 10 BT-15-237
FILE No.REPORT OF MATERIAL SHIPPED
INSPECTION DISTRICT, BUFFALO, N. Y.

REPORT FOR'D-DATE 3-27-36

44 U. S. Mint, Denver, Colo.

FOR Name of Ship, Contract, Bureau Order, Requisition

MATERIAL FOR RE-SHIPMENT TO:

This shipment was inspected by
Navy Inspector at Sparrows
Point, Md., and combined with
a shipment from Lackawanna,
N.Y., without further inspec-
tion by this office.

Inspection authorized by _____ on _____
(Bureau or office)

Inspection requested by manufacturer by _____ on _____
(Telephone, letter, etc.)

Manufacturer's notice received on _____
That material would be ready for inspection on _____
Material actually ready for inspection _____

Inspection begun on _____

Inspection completed on _____

Shipment authorized on _____

This is the _____ shipment made on the above Navy order
(Number)

or contract.

Certified copies of this report forwarded as follows:

To Bureau concerned _____

To supply officer mentioned above _____

To officer at contractor's works _____

To Inspector _____

To Bureau S. and A. _____

Material stamped ~~XX~~ (Cross out stamp not used.)
Where stamped ~~XX~~ La. plate at heat No. _____

Asst. Inspector's initials ~~XX~~

Order { completed not completed } Quantity { checked not checked } Weights { checked not checked }

I CERTIFY that the above-described material has been inspected as to quality and quantity and is in accordance with the requirements of the order or contract.

n H.W. Ryden, Capt. (cc) O.B. Schirmer

U. S. N; Per

BETHLEHE STEEL COMPANY
BETHLEHEM, PA.

For Customer's Use Only

Customer's
ORDER No. AND DATE
REQUISITION No.
CONTRACT No.

DATE
INVOICE No.

SOLD
TO

Midwest Steel & Iron Works Co
25 Larimer St Denver Colo

SHIPPED TO
AND
DESTINATION

MIDWEST STEEL & IRON WORKS
DENVER COLO

DATE SHIPPED
DIST. No.
FINAL ROUTE
TERMS:

FROM
F. O. B. OUR WORKS

FREIGHT
()

Register No.	Voucher No.
F. O. B. Checked	
Terms Approved	Price Approved
Calculations Checked	
Transportation	
Freight Bill No.	Amount
Material Received	
19 Date	Signature
Satisfactory and Approved	
Adjustments	
Accounting Distribution	
Audited	Final Approval

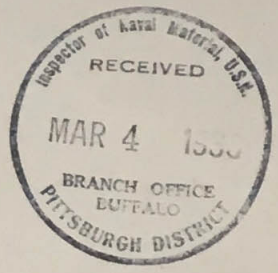
DESCRIPTION FOR BILL OF LADING
Car Initial Car Number Pieces Scale Weight

DATE 14832

Customer's and Shipper's Number	Heat Number	Pieces	Kind	Length	Width	Gauge	Mark	Weight Pounds	Shipper's Product Assesst
734 SPR248-1*									
	595019	3		40/50'	18	3/8"		3500	385-9

This shipment was inspected by Navy Inspector at Johnstown, Pa. and combined with a shipment from Lackawanna, N.Y. without further inspection by this office.

Material satisfactory. Shipment with USN stamp authorized for the benefit of the Government.



Treas.

I. N. M. 10
FILE No. ET-15-237

REPORT OF MATERIAL SHIPPED
INSPECTION DISTRICT, BUFFALO, N. Y.

REPORT FOR'D-DATE

FOR U.S. Mint, Denver, Colo.
Name of Ship, Contract, Bureau Order, Requisition
MATERIAL Steel Class A

Inspection authorized by	Treas	on	Date	Number	Certified copies of this report forwarded as follows: To Bureau concerned. <u>Treas</u> To supply officer mentioned above. <u>Con. Eng. J.D. Owens, Denver, Colo.</u> To officer at contractor's works. <u>NM-Chicago</u> To Inspector <u>Edw. Munhall, Pa.</u> To Bureau <u>1 1 1</u>
Inspection requested by manufacturer by	Phone	on	2-14-36	2	
(Telephone, letter, etc.)			"	1	
Manufacturer's notice received on			2-17-36	1	
That material would be ready for inspection on			"		
Material actually ready for inspection			2-19-36		
Inspection begun on			"		
Inspection completed on			"		
Shipment authorized on					
This is the		shipment made on the above Navy order			
(Number)		or contract.			

Material stamped UN ~~XX~~ (Cross out stamp not used.)
Where stamped ea. piece near heat No.
Asst. Inspector's initials RWS
Order { completed X not completed } Quantity { checked not checked } Weights { checked not checked }

I CERTIFY that the above-described material has been inspected as to quality and quantity and is in accordance with the requirements of the order or contract.

R.W. Ryden Captain(CC), U. S. N; Per O.B. Schirmer

BETHLEHEM STEEL COMPANY
BETHLEHEM, PA.

Customer's
ORDER No. AND DATE
REQUISITION No.
CONTRACT No.

DATE
INVOICE No.

SOLD
TO

Midwest Steel & Iron Works Co
25 Larimer St Denver Colo

SHIPPED TO
AND
DESTINATION

MIDWEST STEEL & IRON WORKS
DENVER, COLO

DATE SHIPPED
DIST. No.
FINAL ROUTE
TERMS:

FROM
F. O. B. OUR WORKS

(FREIGHT)

For Customer's Use Only

Register No.	Voucher No.
F. O. B. Checked	
Terms Approved	Price Approved
Calculations Checked	
Transportation	
Freight Bill No.	Amount
Material Received	
19 Date	Signature Title
Satisfactory and Approved	
Adjustments	
Accounting Distribution	
Audited	Final Approval

DESCRIPTION FOR BILL OF LADING
Car Initial Car Number Pieces Scale Weight

UNIVERSAL & SHEARED PLATES

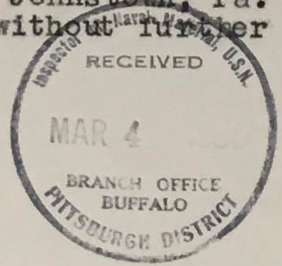
ONE 14832

Customer's and Shipper's Number	Heat Numbers	Pieces	Kind	Length	Width	Gauge	Marks	Weight (Pounds)	Inspector's Product Account
734 GFM248-1*	59S019	3		40/50'	18	3/8"		3500	385-9

Red qq S 721 Class A

This shipment was inspected by Navy Inspector at Johnstown, Pa. and combined with a shipment from Lackawanna, N.Y. without further inspection by this office.

Material satisfactory. Shipment with USN stamp authorized for the benefit of the Government.



Treas.

CONS WITH E3641

I. N. M. 10
FILE No. ET-15-237

REPORT OF MATERIAL SHIPPED
INSPECTION DISTRICT, BUFFALO, N. Y.

REPORT FOR'D-DATE

FOR U.S. Mint, Denver, Colo.
Name of Ship, Contract, Bureau Order, Requisition
MATERIAL Steel Class A

Inspection authorized by	Treas	on
(Bureau or office)		
Inspection requested by manufacturer by	Phone	on 2-14-36
(Telephone, letter, etc.)		
Manufacturer's notice received on		on 2-17-36
That material would be ready for inspection on		
Material actually ready for inspection		
on 2-19-36		
Inspection begun on		
Inspection completed on		
Shipment authorized on		
This is the shipment made on the above Navy order or contract.		

Number	1	Certified copies of this report forwarded as follows:
2		To Bureau concerned. Treas
1		To supply officer mentioned above. Con. Eng. J. D. Owens, Denver, Co.
1		To officer at contractor's works. NM-Chicago
1		To Inspector. NM-Munhall, Pa.
1		To Bureau S. and A.
Material stamped USN (Cross out stamp not used.)		
Where stamped ea. piece near heat No.		
Asst. Inspector's initials RWS		
Order	not completed	Quantity checked not checked
		Weights checked not checked

I CERTIFY that the above-described material has been inspected as to quality and quantity and is in accordance with the requirements of the order or contract.

R.W. Ryden Captain(CC)

U. S. N. Per O.B. Schirmer

REPORT OF MATERIAL SHIPPED

Bureau of Treas. Inspection District 14th St. Pa Date 2/22/36 File No. BT 15-237
(Of shipment of material) (Of Inspector's Office.)
Pittsburgh

* Bethlehem Steel Co Bethlehem Pa
Contractor (Name and address)
* Bethlehem Steel Company
From (Full name of manufacturer)
* Johnstown
Works at which manufactured
* Johnstown * Pa
Place (Station or pier from which shipment is made) State
* C&D R&O Painesville NYC SR
Routing (Steamer line, railroad company, or motor express by which shipped)
* R&O 258486
Car or Steamer (Initials and car No. or name of steamer)
* PC 2635-7/7 2/22/36
Bill of lading or ship's manifest (Number and date)

* Midwest Steel & Iron Works Co
To (Supply officer or contractor to whom consigned)
* 25 Larimer St Denver Colo
Address of consignee
* US Mint Denver, Calif.
Terminal (Name of station or pier in city to which shipped)
* 734 BT 15-237
Vessel (For which material is specifically purchased)
* 734 BT 15-237
Contract No. (State whether department, bureau, or yard contract)
* 734 BT 15-237
Requisition No. (State whether ship, bureau, or yard requisition)
* 734 BT 15-237
Appropriation

Contractor's Order No.	Contract Item No.	Number of pieces	Name, description, and dimensions of material Number and kind of packages	Net weight
* <u>GF 48-1*</u>	*	*	* <u>Fed QQ S 721 Class A</u> <u>59S019 40/50' 18 x 3/8"</u>	* <u>3500</u>
TOTAL		*	Describe exactly how material has been marked for shipment	* <u>3500</u>

ALL DATA ABOVE THIS LINE INDICATED BY (*) TO BE ENTERED BY MANUFACTURER

Inspection authorized by _____ on _____ (Bureau or office)	Date	Number	Certified copies of this report forwarded as follows: To Bureau concerned. <u>Treas.</u> To supply officer mentioned above. <u>James D. Owens,</u> To officer at contractor's works. <u>U.S. Mint, Denver Colo.</u> To Inspector <u>WM Chicago, Ill.</u> To Bureau S. and A. <u>Br. Off. Buffalo</u>
Inspection requested by manufacturer by _____ on _____ (Telephone, letter, etc.)	<u>2/14/36</u>	<u>1</u>	
Manufacturer's notice received on _____	<u>2/17/36</u>	<u>2</u>	
That material would be ready for inspection on _____	<u>2/17/36</u>	<u>1</u>	
Material actually ready for inspection _____	<u>2/17/36</u>	<u>1</u>	
Inspection begun on _____	<u>2/10/36</u>		
Inspection completed on _____			
Shipment authorized on _____			

This is the _____ shipment made on above order.
Material stamped UN U.S. (Cross out stamp not used.)
Where stamped near bent No.
Asst. Inspector's initials R.B.
der { completed. Quantity { checked. Weights { checked. (Per) W.H. Goldswoll
not completed. not checked. not checked. 4-4707

PW-SE-F

Denver, Colo.
Nov. 21st. 1935James D. Owens,
U.S. Mint, Denver, Colo.Supervising Engineer,
Public Works Branch,
Procurement Division,
Federal Warehouse,
Washington, D.C.

Sir:

Reference to the contract with the F.J. Kirehof-
Construction Co., for construction of U.S. Mint Addition,
Denver, Colo. and in compliance with instructions con-
tained in letter, PW-SE-F- dated Oct. 11th-35 to make
shop inspection of approximately 475 tons Structural
Steel to be fabricated by the Midwest Steel & Iron Works,
Denver, Colo.

have from time to time
This is to certify that I, on Nov. 1st. 1935
visited the shops of the Midwest Steel & Iron Works,
and inspected the structural members listed below.

----- Bearing Plates -----

Quantity--	Size ---	Mill Mark-	Plan Mark-
7-	20" X 1-10" X 2"	S-1	E-1-10-15-16-17-18-19-
2-	28 X 2-8 X 3"	S-2	E-2- 11.
4-	25-X 2-4 X 3	S-3	E-3-8-9-12.
2-	28 X 2-4 X 3	S-4	E-4-13.
1-	20 X 2-0 X 2½	S-5	E-14-
1-	39 X 3-4 X 4½	S-6	E-5.
1-	36 X 3-0 X 4	S-7	E-6.
1-	40 X 3-6 X 4½	S-8	E-7.

Slabs E-5 & E-7 top surface planed to 4½" thickness
All other slabs mill pressed surface- All drilled 3" for bolts
anchor Bolts, 3/4" rd. rod threaded 3½ inches.

----- Columns -----

Quantity-	Section -	Length-	Mill Mark-	Plan Mark-	Splice-
1-			1-		
1-	10"W-F - 54Lbs.	13-15"	1-E-	E-14-	1st. flr.
5-	10-W-F- 49 "	11-10"	" "	E-15 to 19-	" only
1-	12-" " 147-"	13-8"	2-E	E-6-	" 1st.
1-	12 " " 190 "	13-8"	2-E	E-7	" "
2-	10 " " 49 "	38-2"	2-E	E-1 & 10	2nd."
2-	10 " " 100 "	38-1"	2-E	E-2 & 11	" "

----- Columns-----

Quantity-	Section-	Length---	MillMark-	Plan Mark-	Splice
2-	10 WF 77 lbs.	38-1"	2-E-	✓ E-8 & 9-	2nd.flr.
1-	10WF 77 "	40-7 $\frac{1}{2}$	2-E	✓ E- 12-	" "
1-	10 WF- 77 "	38-1"	2-E	✓ E -3-	" "
1-	10 WF 89 "	38-1	2-E	✓ E- 4-	" "
1-	10 WF- 89 "	40-9	2-E	✓ E-13-	" "
1-	12- WF 176-	15-2"	2-E	✓ E- 5	1st.flr
1-	12- WF-176-	24-4"	2-E	✓ E-7 A	1st.& 2

All Angles, plates, 13/16" holes- 3/4" Rivets-

----- 1st. Floor Beams and Girders-----

1-	27-WF- 145-lbs.	16-5"	B-11-
2-	27-" " 106-	" 24-7	B-12
1-	21-" " 68-	" 18-3 $\frac{1}{2}$	B-14
3-	21-" " 68-	" 18-3 $\frac{1}{2}$	B-15
3-	21-" " 68	" 17-6	B-16
1-	21-	68 " 17-2	B-17
1-	21-	72- " 17-2	B-19
4-	21-	59 " 18 3 $\frac{1}{2}$	B-20
2-	21-	63- 23-6 $\frac{1}{2}$	B-13
2-	27-	145 " 24-7	B-1 And 2-
2-	106-	106- " 16-5	B-3
1-	27-	106- " 16-5	B-4
2-	27	114 16-5	B-5
1-	27-	114- " 16-5	B-6
1-	27	114 16-5	B-7
4-	27-	98- 16-5	B-8 and 9
1-	24-	74- 16-5	B-10-

Angles, shop rivets-holes 13/16" rivets 3/4" shop coat paint.

During the course of my shop inspection and field erection I have determined the above mentioned members are in accordance with the drawings and specifications.

Respectfully,

James D. Owens,

Construction Engineer.

Const Eny
gas 10 Arrens
US Mint
Denver Colo

Inspector of Naval Material, Pittsburgh District
Monhall, Pa.

OFFICE _____

ET 15-257
(Vessel) (Navy Yard) copy

ADVANCE INSPECTION MEMORANDUM

NAVY CONTRACT OR ORDER NO. 734
CONTRACTOR Midwest Steel & Iron Co. Quincy, Mo.
MANUFACTURER Bethlehem Steel Co. Johnstown Pa.
MATERIAL Plates (UW) 18x36x40/50 - 1 lot 578019
FOR (VESSEL) (NAVY YD.) U.S. Mint. Denver Col.
DATE MFRS. REQUEST 2-14-36 FOR 2-17-36
DATE REQ. REC'D 2-14-36 DATE INSP. 2-19-36

ACTION TAKEN: Conducted phy. tests & surface inspected. Will send drillings later

Order { ~~Completed.~~
Not completed. } Quantity { Checked.
Not checked. } Weights { Checked.
Not checked. }

SHIP. AUTH. No Yes
Gov't B/L No Yes
E. J. Mc
P. W. Hawver

STAMPED  

Assistant Inspector.

BETHLEHEM STEEL COMPANY

BETHLEHEM, PA.

Customer's
ORDER No. AND DATE
REQUISITION No.
CONTRACT No.DATE
INVOICE No.2/14/36
E2708SOLD
TOHIGHEST STEEL & IRON WORKS CO
45 LARIMER ST
DENVER COLOSHIPPED TO
AND
DESTINATIONHIGHEST STEEL & IRON WORKS CO
DENVER COLO

DATE SHIPPED

DIST. No. 21 2/14/36

FINAL ROUTE

TERMS:

FROM LACKAWANNA, N. Y.
F. O. B. OUR WORKS

FREIGHT

(COLLECT)

DESCRIPTION FOR BILL OF LADING

Car Initial Car Number Pieces Scale Weight

FILE 46803 170 66190

For Customer's Use Only

Register No.

Voucher No.

F. O. B. Checked

Terms Approved

Price Approved

Calculations Checked

Transportation

Freight Bill No.

Amount

Material Received

19
Date

Signature

Title

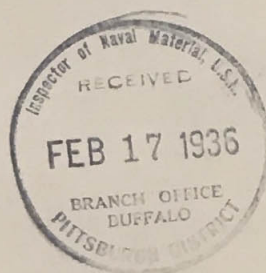
Satisfactory and Approved

Adjustments

Accounting Distribution

Audited

Final Approval

Customer's and
Shipper's Numbers

Heat Numbers

Pieces Shape

Size and Weight per
Foot or Thickness

Feet

Length
(inches)

Metric

Weight
(Pounds)Net
Wt.Shipper's
Product
AmountFED SPEC 22 S 721 CLASS A
INSPE U S N7/3
1248-999

43019

18

3

16 X 40

6

1-1/2

4410

310 01

6

0-1/2

7734

18

7-1/4

1488

143014

16 X 36

5

11-1/4

855

5

2-1/2

750

4

8-1/2

1695

4

7-1/2

1665

4

4-1/2

1575

6

1-1/2

3087

105034

14A X 43

4

8

201

6357

14 X 42

23

9

1955

15076

10B X 89

19

10-3/4

15936

126 PART OF MANIFEST DA 1467

43498

Treas.

I. N. M. 10

FILE No. BT-15-237

REPORT OF MATERIAL SHIPPED

INSPECTION DISTRICT, BUFFALO, N. Y.

REPORT FOR'D-DATE

FOR U.S. Mint, Denver, Colo.

Name of Ship, Contract, Bureau Order, Requisition

MATERIAL Steel

Inspection authorized by Treas. (Bureau or office) on

Inspection requested by manufacturer by

(Telephone, letter, etc.)

Manufacturer's notice received on

That material would be ready for inspection on

Material actually ready for inspection

Inspection begun on

Inspection completed on

Shipment authorized on

Date

Number

Certified copies of this report forwarded as follows:

To Bureau concerned. Sup. Arch. Treas.

To supply officer mentioned above. Con. Eng. Denver

To officer at contractor's works. INM-Chicago

To Inspector NW-Munhall, Pa.

To Bureau S. and A.

Material stamped (Cross out stamp not used.)

Where stamped Each piece

Asst. Inspector's initials GHH

Order {not completed} Quantity {checked} Weights {checked}

I CERTIFY that the above-described material has been inspected as to quality and quantity and is in accordance with the requirements of the order or contract.

R.W. Ryden Captain (CC), U. S. N. Per J.B. Schirmer

REPORT OF MATERIAL SHIPPED

2/18/36

Treas.

Bureau of Dept.

Inspection District Phila.

Date* 2/10/36

File No. ET 15/302

(Of shipment of material)

(Of Inspector's Office.)

MIDWEST STEEL & IRON WORKS CO

* 25 LARIMER ST DENVER COLO

Contractor (Name and address)

* BETHLEHEM STEEL CO

From (Full name of manufacturer)

* MARYLAND PLANT

Works at which manufactured

* SPARROWS POINT

Place (Station or pier from which shipment is made)

* MD

* PRR SP
Routing (Steamer line, railroad company, or motor express by which shipped)

* PRR 855560

Car or Steamer (Initials and car No. or name of steamer)

* DA 1467 2/10/36

Bill of lading or ship's manifest (Number and date)

* BETHLEHEM STEEL CO

To (Supply office or contractor to whom consigned)

* LACKAWANNA NY

Address of consignee

* LACKAWANNA NY

Terminal (Name of station or pier in city to which shipped)

*

Vessel (For which material is specifically purchased)

*

Contract No. (State whether department, bureau, or yard contract)

* Orders 723 & 737

Requisition No. (State whether ship, bureau, or yard requisition)

* "E. C., PUBLIC BLDGS."

Appropriation

Contractor's Order No.	Contract Item No.	Number of pieces	Name, description, and dimensions of material Number and kind of packages	Net weight
*	*	*	PROJECT: FOR NEW MINT BLDG., DENVER, COLO. AS PER SHIPPING NOTICES ATTACHED Orig. & 1 copy to Mr. James D. Owens, Construction Engineer, U. S. Mint, Denver, Colo. 1 copy to Assistant Director of Procurement, Treas. Dept., Wash.	*
TOTAL		*	Describe exactly how material has been marked for shipment	*

ALL DATA ABOVE THIS LINE INDICATED BY (*) TO BE ENTERED BY MANUFACTURER

Inspection authorized by _____ on _____ (Bureau or office)	Date	Number	Certified copies of this report forwarded as follows:
Inspection requested by manufacturer by _____ on _____ (Telephone, letter, etc.)			To Bureau concerned.
Manufacturer's notice received on _____			To supply officer mentioned above.
That material would be ready for inspection on _____		1	To officer at contractor's works.
Material actually ready for inspection _____			To Inspector Phila.
			To Bureau S. and A.
Inspection begun on _____			
Inspection completed on _____			
Shipment authorized on _____			
I CERTIFY that the above-described material has been inspected as to quality and quantity and is in accordance with the requirements of the order or contract (except as noted).			
R.M. Watt, Rear-Admiral (CC), U. S. N.			
(Per) H. S. Crouse			

This is the _____ shipment made on above order.

Material stamped ~~IN~~  (Cross out stamp not used.)

Where stamped Ea plate at heat no.

Asst. Inspector's initials F. S. S.

Order { completed NC not completed. Quantity { checked C not checked. Weights { checked NC not checked.

REPORT OF MATERIAL SHIPPED

2/18/36

Treas.

Bureau of Dept. Inspection District Phila. Date* 2/10/36 File No. ET 15/302
(Of shipment of material) (Of Inspector's Office.)

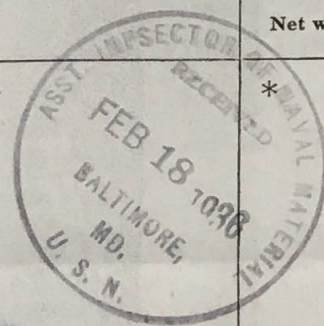
* **MIDWEST STEEL & IRON WORKS CO**
* **25 LARIMER ST DENVER COLO**
Contractor (Name and address)
* **BETHLEHEM STEEL CO**
From (Full name of manufacturer)
* **MARYLAND PLANT**
Works at which manufactured
* **SPARROWS POINT** * **MD**
Place (Station or pier from which shipment is made) State
* **PRR SB**
Routing (Steamer line, railroad company, or motor express by which shipped)
* **PRR 855560**
Car or Steamer (Initials and car No. or name of steamer)
* **DA 1467** **2/10/36**
Bill of lading or ship's manifest (Number and date)

* **BETHLEHEM STEEL CO**
To (Supply order or contractor to whom consigned)
* **STRUCTURAL SHIPPING YDS**
* **LACKAWANNA NY**
Address of consignee
* **LACKAWANNA NY**
Terminal (Name of station or pier in city to which shipped)
*
Vessel (For which material is specifically purchased)
*
Contract No. (State whether department, bureau, or yard contract)
* **Orders 723 & 737**
Requisition No. (State whether ship, bureau, or yard requisition)
* **"E. C., PUBLIC BLDGS."**
Appropriation

Contractor's Order No.	Contract Item No.	Number of pieces	Name, description, and dimensions of material Number and kind of packages	Net weight
*	*	*	PROJECT: FOR NEW MINT BLDG., DENVER, COLO. AS PER SHIPPING NOTICES ATTACHED Orig. & 1 copy to Mr. James D. Owens, Construction Engineer, U. S. Mint, Denver, Colo. 1 copy to Assistant Director of Procurement, Treas. Dept., Wash.	*
TOTAL		*	Describe exactly how material has been marked for shipment	TOTAL *

ALL DATA ABOVE THIS LINE INDICATED BY (*) TO BE ENTERED BY MANUFACTURER

Inspection authorized by _____ on _____ (Bureau or office) Inspection requested by manufacturer by _____ on _____ (Telephone, letter, etc.) Manufacturer's notice received on _____ That material would be ready for inspection on _____ Material actually ready for inspection _____ Inspection begun on _____ Inspection completed on _____ Shipment authorized on _____	Date Number 1	Certified copies of this report forwarded as follows: To Bureau concerned. To supply officer mentioned above. To officer at contractor's works. To Inspector <u>Phila.</u> To Bureau S. and A.
I CERTIFY that the above-described material has been inspected as to quality and quantity and is in accordance with the requirements of the order or contract (except as noted). R.M. Watt, Rear-Admiral (CC), U. S. N. (Per) <u>H. S. Crouse</u>		
This is the _____ shipment made on above order. Material stamped <u>UN</u> <u>U.S.</u> (Cross out stamp not used.) Where stamped <u>on plate at heat no.</u> Asst. Inspector's initials <u>F. S. S.</u> Order { <u>completed</u> <u>NC</u> not completed. Quantity { <u>checked</u> <u>C</u> not checked. Weights { <u>checked</u> <u>NO</u> not checked.		



BETHLEHEM STEEL COMPANY

BETHLEHEM, PA.

Customer's
ORDER No. AND DATE
REQUISITION No.
CONTRACT No.

DATE 2/10/36
SHIPPING
NOTICE No. DA 1467
VENDOR'S Nos.

SOLD TO
MIDWEST STEEL & IRON WORKS CO
25 LARIMER ST DENVER COLO

SHIPPED TO AND DESTINATION
BETHLEHEM STEEL CO
STRUCTURAL SHIPPING YDS
LACKAWANNA NY

CODE
3600-50

DATE SHIPPED 2/10/36 FROM SPARROWS POINT, MD.
DIST. No. 21 F. O. B. PREPAID OR COLLECT? COLLECT
FINAL ROUTE PRR SB TO BE FAB AT LACKAWANNA NY

For Customer's Use Only		
Register No.	Voucher No.	
F. O. B. Checked		
Terms Approved	Price Approved	
Calculations Checked		
Transportation		
Freight Bill No.	Amount	
Material Received		
19	Signature	Title
Date Satisfactory and Approved		
Adjustments		
Accounting Distribution		
Audited	Final Approval	

DESCRIPTION (For Details See Below) UNIVERSAL & SHEARED PLATES

Car Initial	Car Number	Pieces	Scale Weight
PRR	855560	44	22750

LONGEST 30'5" x 14"
WIDEST 40" x 3'4"

Customer's and Shipper's Number	Plant Number	Pieces	Kind	Length	Width	Gauge	Marks	Weight (Pounds)	Price Symbol	Shipper's Product Account
---------------------------------	--------------	--------	------	--------	-------	-------	-------	-----------------	--------------	---------------------------

FED QQ S 721 STRUCT FOR BLDGS CLASS A
US NAVY INSP - SPECIALLY FLATTENED

723	M242-999*	73F048	2	2'11"	28	3		1210		385-9
			8	1'10"				4270		
			2	2'4"	24			1165		
			1		20			485		
			7	2'2"				3155		
		59F058	2	1'11"	24	2-1/2"		795		
			2	2'2"				900		
			15	1'10"	20			4770		
			1	2'0"				345		
			2	30'5"	14	3/4		2190		
737	M243-2*	59F058	1	3'4"	40	4-1/4		1965		
		71E268	1	3'0"	36	4		1500		

44

22750

FOR RE-SHIPMENT TO:

MIDWEST STEEL & IRON WORKS CO
DENVER COLO

SHIPPING NOTICE

*Shipper's Order Complete

Claim for shortage, loss or damage in transit must be supported by Bill of Lading and original paid Freight Bill, the latter bearing notation of the shortage, loss or damage, signed by the Agent of the Railroad delivering the material at destination. Claim must be presented promptly and not later than sixty days from receipt of Shipment. To facilitate handling, requests to trace, etc., should refer to date and number of invoice and initials and number of car.

BETHLEHEM STEEL COMPANY

BETHLEHEM, PA.

Customer's
ORDER No. AND DATE
REQUISITION No.
CONTRACT No.

DATE
INVOICE No.

SOLD
TO

SHIPPED TO
AND
DESTINATION

DATE SHIPPED
DIST. No.
FINAL ROUTE
TERMS:

FROM LACKAWANNA, N. Y.
F. O. B. OUR WORKS

FREIGHT

DESCRIPTION FOR BILL OF LADING

Car Initial Car Number Pieces Scale Weight

PALE 4976 64 58990

For Customer's Use Only

Register No.

Voucher No.

F. O. B. Checked

Terms Approved

Price Approved

Calculations Checked

Transportation

Freight Bill No.

Amount

Material Received

19
Date

Signature

Title

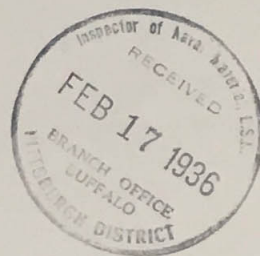
Satisfactory and Approved

Adjustments

Accounting Distribution

Audited

Final Approval



Car Initial	Car Number	Pieces	Shape	Size and Weight per Foot or Thickness	Feet	Inches	Marks	Weight (Pounds)	Weight (Tons)
73029	1	1	B 27 x 91	12 6	1138	310 01			
61480	2	2	16A x 64	19 0	2821				
55013	1	1	16A x 58	18 4	2432				
115070	1	1	16 x 40	31 0	1173				
145014	1	1	16 x 36	18 2-1/4	1795				
	1	1		17 1-1/4	723				
	1	1		12 7-1/4	400				
	13	13		32 0	454				
125015	1	1	12 x 32	8 0	14976				
	1	1	12 x 28	11 2	256				
105057	1	1	12 x 25	18 3	313				
	13	13		16 0	456				
					5200				

CONTINUED ON SHEET #2

Treas.

I. N. M. 10

FILE No. ET-15-237

REPORT OF MATERIAL SHIPPED

INSPECTION DISTRICT, BUFFALO, N. Y.

REPORT FOR'D-DATE

U.S. Mint, Denver, Colo.

FOR Name of Ship, Contract, Bureau Order, Requisition

MATERIAL Steel

Inspection authorized by	Treas.	on	Date	Number	Certified copies of this report forwarded as follows: To Bureau concerned. To supply officer mentioned above. To officer at contractor's works. To Inspector. To Bureau S and A.
Inspection requested by manufacturer by	Phone	on	1-27-36	1	
Manufacturer's notice received on			"	2	
That material would be ready for inspection on			"	1	
Material actually ready for inspection			"		
Inspection begun on			2-6-36		Material stamped Each piece cross out stamp not used.) Where stamped GRH Asst. Inspector's initials XXXXX Order completed not completed Quantity checked not checked Weights checked not checked
Inspection completed on			"		
Shipment authorized on					
This is the		shipment made on the above Navy order			
or contract.					

I CERTIFY that the above-described material has been inspected as to quality and quantity and is in accordance with the requirements of the order or contract.

U. S. N. Per

O.B. Schirmer

MIDWEST STEEL & IRON WORKS Co

E2622

#2

734
M248-1USN INSP
FED QQ S 721 CLASS A

4R581	1	B 10 x 23	8	0	184	310 01
5R627	1	10 x 21	12	1	254	
3S052	1	S 24 x 79.9	30	9-1/4	2459	311 02
4R286	2	L 8 x 4 x 7/16	60	0	2064	314 02
10S009	5	7 x 4 x 3/8	60	0	4080	
3R621	2	B 21 x 73	18	2-1/4	2655	310 01

737

-2*

6S025	1	14E x 184	14	1-7/8	2605	
14R232	1	14E x 150	10	8-1/2	1606	
8R232	1	14D x 111	4	6	500	
5R535	1	14D x 87	3	6	305	
10S009	10	L 7 x 4 x 3/8	60	0	8160	314 02

64

57017

BETHLEHEM STEEL COMPANY
BETHLEHEM, PA.

Customer's
ORDER No. AND DATE
REQUISITION No.
CONTRACT No.

DATE 2/7/36
INVOICE No. E2283

SOLD TO

MIDWEST STEEL & IRON WORKS CO
25 LARIMER ST DENVER COLO

SHIPPED TO AND DESTINATION

MIDWEST STEEL & IRON WORKS CO
DENVER COLO

DATE SHIPPED 2/7/36
DIST. No. 21
FINAL ROUTE SB NKP BRC CMAQ
TERMS:

FROM LACKAWANNA, N. Y.
F. O. B. OUR WORKS

FREIGHT (COLLECT)

For Customer's Use Only

Register No.	Voucher No.
F. O. B. Checked	
Terms Approved	Price Approved
Calculations Checked	
Transportation	
Freight Bill No.	Amount
Material Received	
18 Date	Signature Title
Satisfactory and Approved	
Adjustments	
Accounting Distribution	
Audited	Final Approval

DESCRIPTION FOR BILL OF LADING

Car Initial Car Number Pieces Scale Weight

PRR 840241 66 56100



Customer's and Shipper's Numbers	Heat Numbers	Pieces	Shape	Size and Weight per Foot or Thickness	Feet	Inches	Mark	Weight (Pounds)	Shipper's Product Account
723 248-999	98507 55035 145014	1 1 4	B	21 x 63 21 x 59 16 x 36	20 12 6	10 10-1/2 6-1/4		1312 760 933	310 01
		4			5	10-3/4		849	
		4			5	1-1/2		738	
		4			6	5-3/4		933	
	105057 95017	1 1		12 x 32 12 x 20	5 11	6 0-3/4		176 310	
		1			11	1		310	
		2			13	2-1/4		739	
	105057	1		12 x 25	5	6		138	
		1			5	5-3/4		137	
	105039	7		10 1/2 x 77	19	10-3/4		10724	
	12R134	1		10 1/2 x 72	19	10-3/4		1433	
		2			18	4-3/4		2649	
	105039	15		10 1/2 x 66	19	10-3/4		19697	
		2			18	4-3/4		2428	
REAS.	105039	1		10 1/2 x 60	18	4-3/4		1104	
	125041	1		10 1/2 x 54	18	4-3/4		993	
	11R117	1		8 1/2 x 77	11	6		308	
		1		8 1/2 x 77	11	6		167	

I. N. M. 10
FILE No. ET15-237

REPORT OF MATERIAL SHIPPED
INSPECTION DISTRICT, BUFFALO, N. Y.

REPORT FOR'D-DATE 2-12-36

FOR U.S. Mint, Denver, Colo.
Name of Ship, Contract, Bureau Order, Requisition
MATERIAL 66 Steel.

Inspection authorized by	on	Date
(Bureau or office)		
Inspection requested by	on	2- 5-36
(Telephone, letter, etc.)		
Manufacturer's notice received on		
That material would be ready for inspection on		2- 6-36
Material actually ready for inspection		"
Inspection begun on		"
Inspection completed on		"
Shipment authorized on		"
This is the	shipment made on the above Navy order	
(Number)	or contract.	

Number	Certified copies of this report forwarded as follows:
1	To Bureau concerned. S.A.-Treas.
1	To supply officer mentioned above. O.B., Denver
2	To officer at contractor's work. NM-Chicago
1	To Inspector NM-Munhall
	To Bureau S. and A.
Material stamped XXX u.s. (Cross out stamp not used.)	
Where stamped Each pc.	
Asst. Inspector's initials GRH	
Order { completed } not completed	Quantity { checked } not checked
Weights { checked } not checked	

I CERTIFY that the above-described material has been inspected as to quality and quantity and is in accordance with the requirements of the order or contract.

n

R.W. Ryden, Capt. (CC) U. S. N. Per O. B. Schirmer

BETHLEHEM STEEL COMPANY
BETHLEHEM, PA.

Customer's
ORDER No. AND DATE
REQUISITION No.
CONTRACT No.

DATE 10/15/35
INVOICE No. AS 8686-3/3

SOLD TO

MIDWEST STEEL & IRON WORKS Co
25 LARIMER ST
DENVER COLO

SHIPPED TO AND DESTINATION

MIDWEST STEEL & IRON WORKS Co
DENVER COLO

3600 50

DATE SHIPPED 10/15/35
DIST. No. 21

FROM LACKAWANNA N.Y.
F. O. B. OUR WORKS

FREIGHT COLLECT

TERMS: SB NYC IHB CB&O To BE FABRICATED AT DENVER

For Customer's Use Only

Register No.	Voucher No.
F. O. B. Checked	
Terms Approved	Price Approved
Calculations Checked	
Transportation	
Freight Bill No.	Amount
Material Received	
19 Date	Signature Title
Satisfactory and Approved	
Adjustments	
Accounting Distribution	
Audited	Final Approval

DESCRIPTION FOR BILL OF LADING

Car Initial Car Number Pieces Scale Weight

F&LE 49295)
NYC 346561)

Docs.	S/N	B/L	INV.	REG.
SOLD TO				
SHIP TO				
CARD				

11592 43x360 3 BS 6 x 15.5 50 0
1145-1 1 56 7
1 58 0
1 60 0
45x237 3 8 x 10.9 60 0
324 7 5031 312-01
125 3000

COMB E12834
9 INSP: USN 8717
SPECS. FED QQ-S 721 STRUC FOR BLDGS CLASS A

FOR RESHIPMENT TO:
MIDWEST STEEL & IRON WORKS Co
DENVER COLO

Note:
This material was inspected by the Inspector of Naval Material at Bethlehem, Pa., and shipped to the Lackawanna, N.Y., works for combination with material inspected by this office.

TREAS.

I. N. M. 10
FILE No. ET15-237

REPORT OF MATERIAL SHIPPED
INSPECTION DISTRICT, BUFFALO, N. Y.

REPORT FOR'D-DATE 2-12-36

FOR U. S. Mint, Denver, Colo.
Name of Ship, Contract, Bureau Order, Requisition

MATERIAL Steel.

Inspection authorized by Treas. (See note)
(Bureau or office)
Inspection requested by manufacturer by on 10- 1-35
(Telephone, letter, etc.)
Manufacturer's notice received on "
That material would be ready for inspection on "
Material actually ready for inspection "
Inspection begun on 10- 3-35
Inspection completed on "
Shipment authorized on "

Certified copies of this report forwarded as follows:
To Bureau concerned. S.A.-Treas.
To supply officer mentioned above. C.E. Denver.
To officer at contractor's works. NM-Chicago
To Inspector NM-Munhall
To Bureau S. and A. 1 1 1
Material stamped (Cross out stamp not used.)
Where stamped Each pc. near heat No.
Asst. Inspector's initials RES
Order { completed not completed } Quantity { checked not checked } Weights { checked not checked }

This is the shipment made on the above Navy order or contract.
(Number)

I CERTIFY that the above-described material has been inspected as to quality and quantity and is in accordance with the requirements of the order or contract.

n R.W.Ryden, Capt. (CC) U. S. N. Per O. B. Schirmer



TREASURY DEPARTMENT

WASHINGTON

PROCUREMENT DIVISION
PUBLIC WORKS BRANCH

IN REPLYING QUOTE THE ABOVE SUB-
JECT, BUILDING, AND THESE LETTERS

PW- SE-F

October 11, 1935.

Mr. James D. Owens,
Construction Engineer,
U. S. Mint,
Denver, Colorado.

Sir:

You are directed to make the necessary visits to the shops of the Midwest Steel & Iron Works Company, Denver, Colorado, for the purpose of making the shop inspection of approximately 475 tons of structural steel to be fabricated for the Denver, Colorado Mint. Submit reports in the usual manner.

Communicate with the above-named company as to the dates such inspections are desired.

The contractor has been advised that mill inspection of the steel rolled by the United Fuel & Equipment Company, Minnequa, Colorado, will be waived, provided certified copies of mill test reports are available showing that this steel conforms to the contract requirements in all respects and that the material bears the mill marks of the United Fuel & Equipment Company.

A copy of this letter is being forwarded to the District Engineer.

By direction of the Supervising Engineer.

Respectfully,

Wm. H. Forrester
Assistant Superintendent of
Construction Management.

Shop Inspection

Made on

Nov 1 - 35



TREASURY DEPARTMENT

WASHINGTON

PROCUREMENT DIVISION
PUBLIC WORKS BRANCH

October 29, 1935.

IN REPLYING QUOTE THE ABOVE SUB-
JECT, BUILDING, AND THESE LETTERS

PW- SA-S

Mr. James D. Owens,
Construction Engineer,
U.S. Mint,
Denver, Colorado.

Sir:

Reference is made to that part of your letter of October 15, 1935, requesting to be advised whether or not there are any special instructions for making the shop inspection of structural steel for buildings.

In this connection you are advised that there are no special instructions issued by this office for performing the inspection of steel. It is believed that a careful study of the office specification will furnish the desired information regarding the various requirements covering the fabrication and erection of steel.

By direction of the Supervising Engineer:

Respectfully,

Superintendent of
Structural Engineering.

October 22, 1935.

21-8

Mr. James D. Owens,
Construction Engineer,
U.S. Mint,
Denver, Colorado.

Sir:

Reference is made to that part of your letter of October 15, 1935, requesting to be advised whether or not there are any special instructions for making the shop inspection of structural steel for buildings.

In this connection you are advised that there are no special instructions issued by this office for performing the inspection of steel. It is believed that a careful study of the office specification will furnish the desired information regarding the various requirements covering the fabrication and erection of steel.

By direction of the Supervising Engineer:

Respectfully,

Superintendent of
Structural Engineering.

c.c. Distr. Engr.
c.c. SE-PM

REPORT OF MATERIAL SHIPPED

Feb. 11, 1936 kb

Bureau of Treas Inspection District Chicago Date* 2/9/36 File No. T-72
(Of shipment of material) (Of Inspector's Office.)

*
Contractor (Name and address)
* Carnegie Illinois Steel Corp.
From (Full name of manufacturer)
* South Chicago Works
Works at which manufactured
* South Chicago Illinois
Place (Station or pier from which shipment is made) State
*
Routing (Steamer line, railroad company, or motor express by which shipped)
* PCo. 810538
Car or Steamer (Initials and car No. or name of steamer)
* B/L-6920 & 6921 2/9/36
Bill of lading or ship's manifest (Number and date)

* The Midwest Steel & Iron Works Co.
To (Supply officer or contractor to whom consigned)
* Denver, Colorado
Address of consignee
*
Terminal (Name of station or pier in city to which shipped)
* For Denver, Colo. Mint
Vessel (For which material is specifically purchased)
*
Contract No. (State whether department, bureau, or yard contract)
*
Requisition No. (State whether ship, bureau, or yard requisition)
*
Appropriation

Contractor's Order No.	Contract Item No.	Number of pieces	Name, description, and dimensions of material Number and kind of packages	Net weight
*	*	* <u>83</u>	* <u>Sheared Plates as per attached B/L</u> <u>NOTE: Stamped USN for identification -</u> <u>Material now fully released.</u>	* <u>41110#</u>
TOTAL		*	Describe exactly how material has been marked for shipment	* TOTAL

ALL DATA ABOVE THIS LINE INDICATED BY (*) TO BE ENTERED BY MANUFACTURER

Inspection authorized by _____ on _____ (Bureau or office)	Date	Number
Inspection requested by manufacturer by _____ on _____ Verbal (Telephone, letter, etc.)	<u>2-6-36</u>	1
Manufacturer's notice received on _____ That material would be ready for inspection on _____ Material actually ready for inspection _____	<u>"</u> <u>2-7-36</u> <u>"</u>	1
Inspection begun on _____	<u>"</u>	
Inspection completed on _____	<u>2-7-36</u>	
Shipment authorized on _____	<u>2-8-36</u>	

This is the _____ shipment made on above order.

Material stamped UN (Cross out stamp not used.)Where stamped NEARHEAT NO.Asst. Inspector's initials AHWOrder completed. C Quantity checked. C Weights checked. C

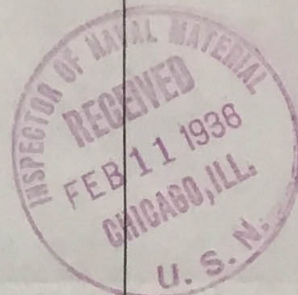
Certified copies of this report forwarded as follows:
Procurement Div. PW BR.
Treasury Dept. Wash. D.C.
To Supply Officer at place of use.

To officer at contractor's works.
1 Mr. James D. Owens, Constr. Engr.
To U.S. Mint, Denver, Colo.

I CERTIFY that the above-described material has been inspected as to quality and quantity and is in accordance with the requirements of the order or contract (except as noted).

F. J. NUBER, LT. COMMANDER, U. S. N.

(Per)

F. J. Nuber

SUBSIDIARY OF UNITED STATES STEEL CORPORATION

Carnegie Building, Pittsburgh, Pa.

AGENCY L

SHEET NO IS-

RESERVED FOR USE OF CUSTOMER

P A INVOICE NO

VOUCHER NO

/ WITH ORDER

F. O. B. POINT

PRICE

CALCULATIONS

TRANSPORTATION

TRANS CHGD BACK

PRICE NO.

CHARGE TO

SHIPPED FROM SOUTH CHICAGO, ILL. TO SAME -

FOLLOW .83 PER CWT
PLUS E.C. .02 PER CWT
FREIGHT

ROUTE 1, E. C&NW CO. BLUFFS UN. PAC.

TERMS

SHIPPING NOTICE ONLY

DATE FEB 9 1936

SHEET NO. 19-6921

CHARGE TO THE MIDWEST STEEL & IRON WORKS COMPANY DENVER COLORADO

CUSTOMER'S ORDER	MILL ORDER	PRICE NO.	HEAT OR SLAB NO.	PCS.	DIMENSIONS			WEIGHT	PRICE	MARKS
					LENGTH	WIDTH	GAUGE			
P.R.B.	810538			71	SHEARED PLATES BROUGHT FORWARD			33 320		
				OH STRL	SHEARING TO TOLERANCE CLOSER THAN MFG STD					
711 1/16/36	81802 FILLED	CIL	1011501	6	127-1/2	65	5/16	4 405		
	48916		1130599							
	SW		1011589							
			1071577	2	127-1/2	52-5/8	5/16	1 190		
			1011589	2	127-1/2	56-7/8	5/16	1 340		
			1071585	2	127-1/2	57-3/4	5/16	855		
			1081451							
				83				41 110		
					BLOCKING - FREE DUNNAGE			340		
NAVY DEPARTMENT INSPECTION										
This bill is the property of the Carnegie-Illinois Steel Corporation and should be forwarded to the party named herein to whom the property is to be shipped, at the destination specified in this invoice.										
INSPECTOR OF NAVAL MATERIAL RECEIVED FEB 11 1936 CHICAGO, ILL. U.S.N.										
HS							FORWARD			



SHIPPING NOTICE ONLY

REPORT OF MATERIAL SHIPPED

10/23/35

Bureau of Treas. Dept. Inspection District Phila.

Date* 10/16/35

File No. ET 15/302

(Of shipment of material)

(Of Inspector's Office.)

* **MIDWEST STEEL & IRON WORKS CO**
Contractor **25 LARIMER ST DENVER COLO**
(Name and address)
* **BETHLEHEM STEEL CO**
From (Full name of manufacturer)
* **MARYLAND PLANT**
Works at which manufactured
* **SPARROWS POINT** * **MD**
Place (Station or pier from which shipment is made) State
* **PRR SB**
Routing (Steamer line, railroad company, or motor express by which shipped)
* **B&O 250087**
Car or Steamer (Initials and car No. or name of steamer)
* **DA 9383** **10/16/35**
Bill of lading or ship's manifest (Number and date)

* **BETHLEHEM STEEL CO**
To (Supply officer or contractor to whom consigned)
* **STRUCT SHIPPING YDS LACKAWANNA NY**
Address of consignee
*
Terminal (Name of station or pier in city to which shipped)
*
Vessel (For which material is specifically purchased)
* **11584 - order No.**
Contract No. (State whether department, bureau, or yard contract)
*
Requisition No. (State whether ship, bureau, or yard requisition)
* **"Emergency Constr. of Pb. Bldgs."**
Appropriation

Contractor's Order No.	Contract Item No.	Number of pieces	Name, description, and dimensions of material Number and kind of packages	Net weight
*	*	*	* PROJECT: FOR NEW MINT BLDG., DENVER, COLO. AS PER SHIPPING NOTICES ATTACHED. Orig. & 1 copy to Mr. James D. Owens, Construction Engineer, U. S. Mint, Denver, Colo. 1 copy to Assistant Director of Procurement, Treas. Dept., Wash.	*
TOTAL		*	Describe exactly how material has been marked for shipment	*

ALL DATA ABOVE THIS LINE INDICATED BY (*) TO BE ENTERED BY MANUFACTURER

Inspection authorized by _____ on _____ (Bureau or office)	Date	Number	Certified copies of this report forwarded as follows: To Bureau concerned. To supply officer mentioned above. To officer at contractor's works. To Inspector Phila. To Bureau S. and A.
Inspection requested by manufacturer by _____ on _____ (Telephone, letter, etc.)			
Manufacturer's notice received on _____ That material would be ready for inspection on _____ Material actually ready for inspection _____		1	
Inspection begun on _____			
Inspection completed on _____ Shipment authorized on _____			
This is the _____ shipment made on above order. Material stamped IN u.s. (Cross out stamp not used.) Where stamped Ea plate at heat no. Asst. Inspector's initials F. S. S. Order {completed. C / not completed. _____ } Quantity {checked. C / not checked. _____ } Weights {checked. NC / not checked. _____ } (Per) H. S. Crouse <i>H. S. Crouse</i>			

REPORT OF MATERIAL SHIPPED
Phila.10/23/35
ET 15/302Bureau of Treas. Dept. Inspection District Phila. Date* 10/16/35 File No. (Of Inspector's Office.)* MIDWEST STEEL & IRON WORKS CO
Contractor 25 LARIMER ST DENVER COLO* BETHLEHEM STEEL CO
From (Full name of manufacturer)* MARYLAND PLANT
Works at which manufactured* SPARROWS POINT
Place (Station or pier from which shipment is made)* PRR SB State MD* B&O 250087
Routing (Steamer line, railroad company, or motor express by which shipped)* DA 9383
Car or Steamer (Initials and car No. or name of steamer)* 10/16/35
Bill of lading or ship's manifest (Number and date)* BETHLEHEM STEEL CO
To (Supply office or contractor to whom consigned)* STRUCT SHIPPING YDS LACKAWANNA NY
Address of consignee* order No.
Terminal (Name of station or pier in city to which shipped)* 11584
Vessel (For which material is specifically purchased)* Emergency Constr. of Pb. Bldgs."
Contract No. (State whether department, bureau, or yard contract)* Emergency Constr. of Pb. Bldgs."
Requisition (State whether ship, bureau, or yard requisition)

Appropriation

Contractor's Order No.	Contract Item No.	Number of pieces	Name, description, and dimensions of material Number and kind of packages	Net weight
*	*	*	PROJECT: FOR* NEW MINT BLDG., DENVER, COLO. AS PER SHIPPING NOTICES ATTACHED. Orig. & 1 copy to Mr. James D. Owens, Construction Engineer, U. S. Mint, Denver, Colo. 1 copy to Assistant Director of Procurement, Treas. Dept., Wash.	*
TOTAL			Describe exactly how material has been marked for shipment	*

ALL DATA ABOVE THIS LINE INDICATED BY (*) TO BE ENTERED BY MANUFACTURER

Inspection authorized by _____ on _____ (Bureau or office)	Date	Number	Certified copies of this report forwarded as follows:
Inspection requested by manufacturer by _____ on _____ (Telephone, letter, etc.)			To Bureau concerned.
Manufacturer's notice received on _____			To supply officer mentioned above.
That material would be ready for inspection on _____			To officer at contractor's works.
Material actually ready for inspection _____			To Inspector _____
Inspection begun on _____			To Bureau S. and A.
Inspection completed on _____			
Shipment authorized on _____			
This is the _____ shipment made on above order.			I CERTIFY that the above-described material has been inspected as to quality and quantity and is in accordance with the requirements of the order or contract (except as noted).
Material stamped <u>UN K</u> <u>Present heat no.</u>			<u>R.M. Watt, Rear-Admiral (CC)</u>
Where stamped <u>F. S. S.</u>			
Asst. Inspector's initials <u>C</u>			
Order {completed _____ not completed _____	Quantity {checked _____ not checked _____	Weights {checked _____ not checked _____	<u>NC</u> <u>H. S. Crouse</u> , U. S. N. <u>H. S. Crouse</u>

BETHLEHEM STEEL COMPANY

BETHLEHEM, PA.

For Customer's Use Only

Customer's
ORDER No. AND DATE
REQUISITION No.
CONTRACT No.

DATE 10/16/35
SHIPPING NOTICE No. DA 9383
VENDOR'S Nos.

SOLD TO
MIDWEST STEEL & IRON WORKS Co
25 LARIMER ST DENVER, COLO.

SHIPPED TO AND DESTINATION
BETHLEHEM STEEL Co
STRUCT SHIPPING YDS
LACKAWANNA NY

3600-50
DATE SHIPPED 10/16/35
DIST. No. 21
FINAL ROUTE PRR SB TO BE FAB AT LACKAWANNA NY
PREPAID OR COLLECT? COLLECT

Register No.	Voucher No.
F. O. B. Checked	
Terms Approved SD 2872	Price Approved
Calculations Checked	
Transportation	
Freight Bill No.	Amount
Material Received	
19	Signature
Date	Title
Satisfactory and Approved	
Adjustments	
Accounting Distribution	
Audited	Final Approval

DESCRIPTION (For Details See Below) UNIVERSAL & SHEARED PLATES

Car Initial	Car Number	Pieces	Scale Weight
B&O	250087	19	13340

Customer's and Shipper's Number	Heat Numbers	Pieces	Kind	Length	Width	Gauge	Marks	Weight (Pounds)	Price Symbol	Shipper's Product Account
11584 M145-99*	59E198	1	3 ¹ / ₈	40	4-1/2			2053		385-9
		1	3 ¹ / ₆					2210		
		4	2 ¹ / ₄	28	3			2456		
		2	2 ¹ / ₄					1375		
		2	2 ¹ / ₈					1573		
	72E453	1	3 ¹ / ₀	36	4			1516		
	74E400	1	2 ¹ / ₀	20	2-1/2			351		
	73E443	7	1 ¹ / ₁₀		2			1806		
		19						13340		

FOR RE-SHIPMENT:-

MIDWEST STEEL & IRON WORKS Co
DENVER COLO

SHIPPING NOTICE

*Shipper's Order Complete

Claim for shortage, loss or damage in transit must be supported by Bill of Lading and original paid Freight Bill, the latter bearing notation of the shortage, loss or damage, signed by the Agent of the Railroad delivering the material at destination. Claim must be presented promptly and not later than sixty days from receipt of Shipment. To facilitate handling, requests to trace, etc., should refer to date and number of invoice and Initials and number of car.

BETHLEHEM STEEL COMPANY
BETHLEHEM, PA.

For Customer's Use Only

Customer's
ORDER No. AND DATE
REQUISITION No.
CONTRACT No.

DATE 10/16/35
SHIPPING NOTICE NO. DA 9383
VENDOR'S Nos.

SOLD TO
MIDWEST STEEL & IRON WORKS CO
25 LARIMER ST DENVER, COLO.

SHIPPED TO AND DESTINATION
BETHLEHEM STEEL CO
STRUCT SHIPPING YDS
LACKAWANNA NY

DATE SHIPPED 10/16/35
DIST. No. 21
FINAL ROUTE PRR SB TO BE FAB AT LACKAWANNA NY
FROM SPARROWS POINT, MD.
F. O. B.
PREPAID OR COLLECT? COLLECT

Register No.	Voucher No.	
F. O. B. Checked		
Terms Approved BB 2872	Price Approved	
Calculations Checked		
Transportation		
Freight Bill No.	Amount	
Material Received		
Date 19	Signature	Title
Satisfactory and Approved		
Adjustments		
Accounting Distribution		
Audited	Final Approval	

DESCRIPTION (For Details See Below) UNIVERSAL & SHEARED PLATES

Car Initial	Car Number	Pieces	Scale Weight
B&O	250087	19	13340

Customer's and Shipper's Number	Heat Numbers	Pieces	Kind	Length	Width	Gauge	Marks	Weight (Pounds)	Price Symbol	Shipper's Product Account
11584 M145-99*	59E198	1		3'3"	40	4-1/2		2053		385-9
		1		3'6"				2210		
		4		2'11"	28	3		2456		
		2		2'4"				1375		
		2		2'8"				1573		
	72E453	1		3'0"	36	4		1516		
	74E400	1		2'0"	20	2-1/2		351		
	73E443	7		1'10"		2		1806		
		19						13340		

FOR RE-SHIPMENT:-

MIDWEST STEEL & IRON WORKS CO
DENVER COLO

SHIPPING NOTICE

*Shipper's Order Complete

Claim for shortage, loss or damage in transit must be supported by Bill of Lading and original paid Freight Bill, the latter bearing notation of the shortage, loss or damage, signed by the Agent of the Railroad delivering the material at destination. Claim must be presented promptly and not later than sixty days from receipt of Shipment. To facilitate handling, requests to trace, etc., should refer to date and number of invoice and Initials and number of car.

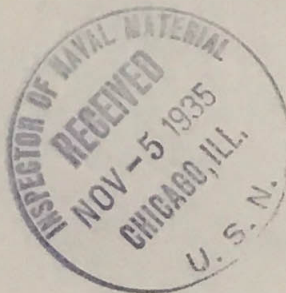
REPORT OF MATERIAL SHIPPED

11/11/35

Bureau of Treas. Dept. Inspection District Chicago Date 11/1/35 File No. T-72-MB
(Of shipment of material) (Of Inspector's Office.)

* Contractor (Name and address) * Carnegie Illinois Steel Corp.		* Midwest Steel & Iron Works Company	
* From (Full name of manufacturer) * South Chicago Works		* To (Supply officer or contractor to whom consigned) * Denver, Colorado	
* Works at which manufactured * South Chicago		* Address of consignee	
* Place (Station or pier from which shipment is made) * Illinois		* Terminal (Name of station or pier in city to which shipped)	
* Routing (Steamer line, railroad company, or motor express by which shipped) * P&LE-44022 FRR-439467		* Vessel (For which material is specifically purchased)	
* Car or Steamer (Initials and car No. or name of steamer) * B/L-5336 to 5338		* FOR: DENVER, COLO. MINT.	
* Bill of lading or ship's manifest (Number and date) 11/1/35		* Contract No. (State whether department, bureau, or yard contract)	
		* Requisition No. (State whether ship, bureau, or yard requisition)	
		* Appropriation	

Contractor's Order No.	Contract Item No.	Number of pieces	Name, description, and dimensions of material Number and kind of packages	Net weight
	*	* 75	* Structural Steel Beams as per attached B/L	* 55141#
TOTAL		*	Describe exactly how material has been marked for shipment	* TOTAL



ALL DATA ABOVE THIS LINE INDICATED BY (*) TO BE ENTERED BY MANUFACTURER

Inspection authorized by _____ on _____ (Bureau or office)	Date	Number	Certified copies of this report forwarded as follows: 1 To Bureau concerned 1 To Supply officer mentioned above 1 To officer at contractor's works 1 To Inspector 1 To Bureau S. and U.S. Mint, Denver, Colo.
Inspection requested by manufacturer by <u>10/17 & 29/35</u> (Telephone, letter, etc.)			
Manufacturer's notice received on _____			
That material would be ready for inspection on <u>10/21/35</u>			
Material actually ready for inspection _____			CERTIFY that the above-described material has been inspected as to quality and quantity and is in accordance with the requirements of the order or contract (except as noted). J. K. ESLER, COMMANDER, U.S.N. (Per) <u>P. D. Lohmann</u> 4-4707
Inspection begun on <u>10/22/24/25, 28 & 30/35</u>			
Inspection completed on _____			
Shipment authorized on _____			
This is the _____ shipment made on above order. Material stamped <u>EH</u> (Cross out stamp not used.) Where stamped <u>Near ends.</u> Asst. Inspector's initials <u>EH.</u> Order {completed. Quantity {checked. Weights {checked. {not completed. {not checked. {not checked.			

Carnegie-Illinois Steel Corporation

SUBSIDIARY OF UNITED STATES STEEL CORPORATION

SOUTH WORKS

Carnegie Building Pittsburgh, Pa.

CUSTOMER { ORDER NO. & DATE
REQUISITION NO.
CONTRACT NO.
PRICE NO.

DATE NOV. 1 1935
MILL ORDER 59279

AGENCY
SHEET NO. IS- 5338

RESERVED FOR USE OF CUSTOMER
P. A. INVOICE No.
VOUCHER No.

CHARGE TO

THE MIDWEST STEEL & IRON WORKS COMPANY
25 LARIMER ST.
DENVER COLORADO

SHIPPED FROM SOUTH CHICAGO, ILL., TO SAME - DENVER COLORADO

ROUTE EJA E EOLA CB&Q

FOLLOW 830 CWT.
PLUS E.G. 28
FREIGHT PER CWT

CARS

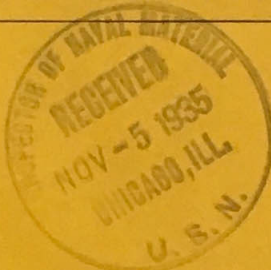
INITIALS NUMBERS CAPACITY

DESCRIPTION PER BILL OF LADING

WEIGHT

P&L 44022 140
P.R.R. 439467 140

REFER TO IS-5336



CUSTOMER'S ORDER NUMBERS	MILL ORDER NUMBERS	PRICE NO.	HEAT OR BLOW NO.	PCS.	DESCRIPTION	WEIGHT PER FOOT OR THICKNESS	LENGTH		WEIGHT OF EACH PIECE	WEIGHT	MARKS
							FEET	INCHES			
305 10/7/35	59279 FILLED	GIL-1061762 48916 SW		1	20" BEAMS ON STRL	65.4	30	6		1 995	
				2	CHANNELS					696	CARNEGIE MEMO B/L HB-1245
					U.S. NAVY INSPECTION						
JRS								FORWARD			

SHIPPING NOTICE ONLY

DENVER COLORADO

Carnegie-Illinois Steel Corporation

SUBSIDIARY OF UNITED STATES STEEL CORPORATION

SOUTH WORKS

Carnegie Building, Pittsburgh, Pa.

CUSTOMER { ORDER NO. & DATE
REQUISITION NO.
CONTRACT NO.
PRICE NO.

DATE NOV. 1 1935
MILL ORDER SEE BELOW

AGENCY

SHEET NO. IS- 5336

RESERVED FOR USE OF CUSTOMER

P. A. INVOICE No.

VOUCHER No.

CHARGE TO

THE MIDWEST STEEL & IRON WORKS COMPANY
25 LARIMER ST.
DENVER COLORADO

SHIPPED FROM SOUTH CHICAGO, ILL., TO SAME - DENVER COLORADO

ROUTE EJ&E EOLA GB&Q

FOLLOW 837 DWT.
PLUS E.O. 20
FREIGHT PER DWT.

CHECKED

WITH ORDER

F. O. B. POINT

PRICE

CALCULATIONS

TRANSPORTATION

TRANS. CHGD. BACK

CARS

INITIALS NUMBERS CAPACITY

DESCRIPTION PER BILL OF LADING

WEIGHT

PALE 44022 140
P.R.R. 439467 140

77 BEAMS & CHANNELS
6 PLATES

55 837
5 900
61 737

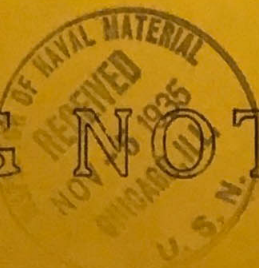
REFER TO IS-5337 TO IS-5339 INCL.

CUSTOMER'S ORDER NUMBERS	MILL ORDER NUMBERS	PRICE NO.	HEAT OR BLOW NO.	PCS.	DESCRIPTION	WEIGHT PER FOOT OR THICKNESS	LENGTH		WEIGHT OF EACH PIECE	WEIGHT	MARKS
							FEET	INCHES			
					BEAMS						
					OH STRL CB-SECT						
305	59280	CIL-	1041642	1	CB-211	73.	31	0-1/2			
10/7/35	FILLED	48916	212659	1			31	0-1/2		4 532	
		SW	1041642	2	CB-211	63.	31	0-1/2		3 911	
			1011431	2	CB-181	55.	39	0		4 250	
			1091053	2	CB-181	50.	28	8-3/4			
			"	2			27	0-1/4		5 375	
			1031679	1	CB-181	47.	19	10		932	
			1031681	2	CB-161	36.	26	0			
			1110791	4			26	0		5 616	
			152608	2	CB-141	30.	24	1-1/2			
			"	2			24	2-3/4			
			1021638	2			25	5			
			"	1			25	0		5 176	
			1021659	2	CB-121	25.	18	10			
			"	10			18	3-3/4			
			"	1			15	7-1/2			
			"	4			17	6		7 660	

JMS				41			FORWARD			37 424	

SHIPPING NOTICE ONLY

DENVER COLORADO



CARNEGIE-ILLINOIS STEEL CORPORATION

DATE NOVEMBER 1 1935

SHEET NO. 19-5337

CHARGE TO THE MIDWEST STEEL & IRON WORKS COMPANY

SHIPPING NOTICE ONLY

11/11/35

REPORT OF MATERIAL SHIPPED

Bureau of Treas. Dept. Inspection District Chicago Date* 10/20/35 File No. T-72-MB
(Of shipment of material) (Of Inspector's Office.)

*
Contractor (Name and address)
* Carnegie Illinois Steel Corp.
From (Full name of manufacturer)
* South Chicago Works
Works at which manufactured
* South Chicago * Illinois
Place (Station or pier from which shipment is made) State
*
Routing (Steamer line, railroad company, or motor express by which shipped)
* PRR-440612
Car or Steamer (Initials and car No. or name of steamer)
* B/L-3184 10/20/35
Bill of lading or ship's manifest (Number and date)
* Midwest Steel & Iron Works
To (Supply officer or contractor to whom consigned)
* Denver, Colorado
Address of consignee
*
Terminal (Name of station or pier in city to which shipped)
*
Vessel (For which material is specifically purchased)
* FOR: DENVER, COLO. MINT.
Contract No. (State whether department, bureau, or yard contract)
*
Requisition No. (State whether ship, bureau, or yard requisition)
*
Appropriation

Contractor's Order No.	Contract Item No.	Number of pieces	Name, description, and dimensions of material Number and kind of packages	Net weight
	*	* 11	* <u>Universal Plates as per attached B/L</u>	* <u>7330#</u>
NOTE: Stamped "USN" through error. Material fully released. Material being shipped to Midwest Steel & Iron Works, Denver, Colo., for fabrication.				
TOTAL		*	Describe exactly how material has been marked for shipment	TOTAL *

ALL DATA ABOVE THIS LINE INDICATED BY (*) TO BE ENTERED BY MANUFACTURER

Inspection authorized by _____ on _____	Date	Number
Inspection requested by manufacturer by _____ on <u>10/8/35</u>		
Manufacturer's notice received on _____		
That material would be ready for inspection on _____		
Material actually ready for inspection _____		
Inspection begun on _____		
Inspection completed on <u>10/18/35</u>		
Shipment authorized on _____		

Certified copies of this report forwarded as follows:

2 Assistant Director of Procurement, Procurement Div., P.W.Br.,
Treas. Dept., Wash. D.C.
1 Mr. James D. Owens, Constr. Engr.
U.S. Mint, Denver, Colo.

I CERTIFY that the above-described material has been inspected as to quality and quantity and is in accordance with the requirements of the order or contract (except as noted).

J. E. ESLER, COMMANDER, U. S. N.

(Per) P. D. Lohmann

4-4707

This is the _____ shipment made on above order.

Material stamped UN (Cross out stamp not used.)Where stamped near ends.Asst. Inspector's initial PHOrder { completed.
not completed.Quantity { checked.
not checked.Weights { checked.
not checked.

NC

Carnegie-Illinois Steel Corporation

SUBSIDIARY OF UNITED STATES STEEL CORPORATION

SOUTH WORKS

Carnegie Building, Pittsburgh, Pa.

DATE OCTOBER 20 1935

MILL ORDER SEE BELOW

CUSTOMER { ORDER No & DATE
REQUISITION No.
CONTRACT No.
PRICE No.

AGENCY L
SHEET NO IS- 3184

RESERVED FOR USE OF CUSTOMER
P. A. INVOICE No. _____
VOUCHER No. _____

CHARGE TO

MIDWEST STEEL & IRON WORKS COMPANY
25 LARIMER STREET
DENVER COLORADO

CHECKED { WITH ORDER _____
F. O. B. POINT _____
PRICE _____
CALCULATIONS _____
TRANSPORTATION _____
TRANS. CHGD. BACK _____

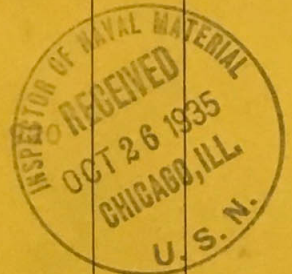
SHIPPED FROM SOUTH CHICAGO, ILL. To SAME DENVER COLORADO

FOLLOW 83½ CWT.
PLUS E.C. 2½ CWT
FREIGHT

ROUTE EJ&E-JOLIET-AT&SF

CARS			DESCRIPTION PER BILL OF LADING	WEIGHT
INITIALS	NUMBERS	CAPACITY		
P.R.R.	440612	100	5 BEAMS 24 PLATES	39 902 25 960
REFER TO I.S. 3185&3186				

CUSTOMER'S ORDER	MILL ORDER	PRICE NO.	HEAT OR SLAB NO.	PCS.	DIMENSIONS			WEIGHT		MARKS	
					LENGTH	WIDTH	GAUGE				
11590 ADD 9/21/35	57481 U.S. NAVY FILLED	OIL 222532 48916 SW		1	UNIVERSAL PLATES TANK PLATES			1-1/4			
					144	18					
11590 9/21/35	55810 U.S. NAVY FILLED	1011397 1100647 202654 1011397 182775		2	528	16	1/4	1 225			
				3	528	14	1/4	1 600			
				3	528	14	5/16	1 990			
				2	528	14	3/8	1 595			
				---			-----				
				11				7 330			
BLOCKING FREE DUNNAGE								450			
KS					FORWARD						



SHIPPING NOTICE ONLY

DENVER COLORADO

REPORT OF MATERIAL SHIPPED

11/11/35

Bureau of Treas. Dept. Inspection District ChicagoDate* 10/20/35
(Of shipment of material)File No. T-72-MB
(Of Inspector's Office.)

* Contractor (Name and address) <u>Carnegie Illinois Steel Corp.</u>		* <u>Midwest Steel & Iron Works Company</u> To (Supply officer or contractor to whom consigned)
* From (Full name of manufacturer) <u>South Chicago Works</u>		* <u>Denver, Colorado</u> Address of consignee
* Works at which manufactured <u>South Chicago</u>		* Terminal (Name of station or pier in city to which shipped)
* Place (Station or pier from which shipment is made) <u>Illinois</u>		* Vessel (For which material is specifically purchased)
* Routing (Steamer line, railroad company, or motor express by which shipped)		* <u>FOR: DENVER, COLORADO MINT.</u> Contract No. (State whether department, bureau, or yard contract)
* Car or Steamer (Initials and car No. or name of steamer) <u>PRR-440612</u>		* Requisition No. (State whether ship, bureau, or yard requisition)
* <u>B/L-3186</u> Bill of lading or ship's manifest (Number and date)		* <u>10/20/35</u> Appropriation

Contractor's Order No.	Contract Item No.	Number of pieces	Name, description, and dimensions of material Number and kind of packages	Net weight
*	*	* 4	* Structural Steel Beams as per attached B/L	* 31427#
NOTE: Stamped "USN" through error. Material fully released. Material being shipped to Midwest Steel & Iron Works Co., Denver, Colo., for fabrication.				
TOTAL		*	Describe exactly how material has been marked for shipment	*

ALL DATA ABOVE THIS LINE INDICATED BY (*) TO BE ENTERED BY MANUFACTURER

Inspection authorized by _____ on _____ (Bureau or office)	Date	Number	Certified copies of this report forwarded as follows: 1 <u>Assistant Director of Procurement, Procurement Div., P.W. Br. Treas. Dept., Wash., D.C.</u> 1 <u>Mr. James D. Owens, Constr. Engr. U. S. Bureau of Mines, Denver, Colo.</u>	
Inspection requested by manufacturer by _____ on <u>10/9/35</u> (Telephone, letter, etc.)	"	"		
Manufacturer's notice received on _____ That material would be ready for inspection on _____	"	"		
Material actually ready for inspection _____	"	"		
Inspection begun on <u>10/18/35</u>	"	"		
Inspection completed on _____	"	"	I CERTIFY that the above-described material has been inspected as to quality and quantity and is in accordance with the requirements of the order or contract (except as noted).	
Shipment authorized on _____	"	"	J. K. ESLER, COMMANDER, U. S. N. (Per) <u>P. D. Lohmann</u>	
This is the _____ shipment made on above order.			4-4707	
Material stamped <u>USN</u> (Cross out stamp not used.)				
Where stamped <u>Near ends.</u>				
Asst. Inspector's initials <u>EH</u>				
Order {completed. not completed.	Quantity {checked. not checked.	Weights {checked. not checked.		

Carnegie-Illinois Steel Corporation

SUBSIDIARY OF UNITED STATES STEEL CORPORATION

SOUTH WORKS

Carnegie Building, Pittsburgh, Pa.

CUSTOMER { ORDER NO. & DATE
REQUISITION NO.
CONTRACT NO.
PRICE NO.

DATE OCTOBER 20 1935
MILL ORDER BELOW

AGENCY L
SHEET NO. IS- 3186

CHARGE TO

MIDWEST STEEL & IRON WORKS COMPANY
25 LARIMER STREET
DENVER COLORADO

SHIPPED FROM SOUTH CHICAGO, ILL., TO SAME

ROUTE EU&E-JOLIET-AT&SF

RESERVED FOR USE OF CUSTOMER

P. A. INVOICE No. _____

VOUCHER No. _____

CHECKED { WITH ORDER _____
F. O. B. POINT _____
PRICE _____
CALCULATIONS _____
TRANSPORTATION _____
TRANS. CHGD. BACK _____

FOLLOW 83% CWT.
PLUS E.O. 2% CWT.
FREIGHT

CARS			DESCRIPTION PER BILL OF LADING	WEIGHT
INITIALS	NUMBERS	CAPACITY		
PRR	440612	140		
REFER TO I.S. 3186				



CUSTOMER'S ORDER NUMBERS	MILL ORDER NUMBERS	PRICE NO.	HEAT OR BLOW NO.	PCS.	DESCRIPTION	WEIGHT PER FOOT OR THICKNESS	LENGTH		WEIGHT OF EACH PIECE	WEIGHT	MARKS
							FEET	INCHES			
					OH STRL CB-SECT						
					B E A M S						
301 10/4/35	58834 MILL	IL- 51027 D	1130499	1	CB-361	150	56	6		8 475	
11590 9/21/35	55812 U.S. NAVY	CIL 48916 SW	1130497	1	CB-362	300	32	11-1/4		9 881	
			1031657	1	CB-362	230	32	11-1/4			
				1			32	11-1/2		15 156	
			1081133	1	CB-361	194	32	11-1/4		6 390	
				5						39 902	
This is all of the property covered by this invoice with receipt to CARNEGIE-ILLINOIS STEEL CORPORATION and delivery through lines made to the party named herein to whom the property is to be shipped at the following address:											
MEC											
							FORWARD				

SHIPPING NOTICE ONLY
DENVER COLORADO

REPORT OF MATERIAL SHIPPED

11/11/35

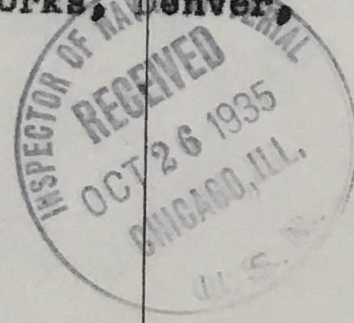
Bureau of Treas. Dept. Inspection District Chicago Date* 10/20/35 File No. T-72-MB
(Of shipment of material) (Of Inspector's Office.)

*
Contractor (Name and address)
* Carnegie Illinois Steel Corp.
From (Full name of manufacturer)
* South Chicago Works
Works at which manufactured
* South Chicago * Illinois
Place (Station or pier from which shipment is made) State
*
Routing (Steamer line, railroad company, or motor express by which shipped)
* PRR-440612
Car or Steamer (Initials and car No. or name of steamer)
* B/L-3185 10/20/35
Bill of lading or ship's manifest (Number and date)

* Midwest Steel & Iron Works
To (Supply officer or contractor to whom consigned)
* Denver, Colorado
Address of consignee
*
Terminal (Name of station or pier in city to which shipped)
*
Vessel (For which material is specifically purchased)
*
* FOR: DENVER, COLO. MINT.
Contract No. (State whether department, bureau, or yard contract)
*
Requisition No. (State whether ship, bureau, or yard requisition)
*
Appropriation

Contractor's Order No.	Contract Item No.	Number of pieces	Name, description, and dimensions of material Number and kind of packages	Net weight
*	*	* 13	* Sheared Plates as per attached B/L	* 18630#
TOTAL			Describe exactly how material has been marked for shipment	TOTAL

NOTE: Stamped "USN" through error. Material fully released.
Material being shipped to Midwest Steel & Iron Works, Denver,
Colo.



ALL DATA ABOVE THIS LINE INDICATED BY (*) TO BE ENTERED BY MANUFACTURER

Inspection authorized by _____ on _____ (Bureau or office)	Date	Number	Certified copies of this report forwarded as follows: To Bureau concerned To supply officer mentioned above To officer at contractor's works To Inspector To Bureau S. and A. To <u>Bureau S. and A.</u> <u>U.S. Mint, Denver, Colo.</u>
Inspection requested by manufacturer by _____ on _____ (Telephone, letter, etc.)	<u>10/9/35</u>	<u>1</u>	
Manufacturer's notice received on _____ That material would be ready for inspection on _____ Material actually ready for inspection _____	<u>"</u> <u>"</u> <u>"</u>	<u>2</u>	
Inspection begun on _____	<u>10/18/35</u>		
Inspection completed on _____	<u>"</u>		
Shipment authorized on _____	<u>"</u>		

This is the _____ shipment made on above order.
Material stamped UN u+s (Cross out stamp not used.)
Where stamped xxx
Asst. Inspector's initials near ends.
Order {completed. AC not completed. C } Quantity {checked. EH not checked. C } Weights {checked. NC not checked. NC }

I CERTIFY that the above-described material has been inspected as to quality and quantity and is in accordance with the requirements of the order or contract (except as noted).
J. K. ESLER, CHIEF MANAGER, U. S. N.
(Per) P. D. Lohmann
4-4707

Carnegie-Illinois Steel Corporation

SUBSIDIARY OF UNITED STATES STEEL CORPORATION

SOUTH WORKS

Carnegie Building, Pittsburgh, Pa.

DATE OCTOBER 20 1935

MILL ORDER BELOW

AGENCY L

SHEET NO IS- 3185

CUSTOMER } ORDER NO & DATE
REQUISITION NO.
CONTRACT NO.
PRICE NO.

RESERVED FOR USE OF CUSTOMER

P. A. INVOICE NO.

VOUCHER NO.

CHARGE TO

MIDWEST STEEL & IRON WORKS COMPANY
25 LARIMER STREET
DENVER COLORADO

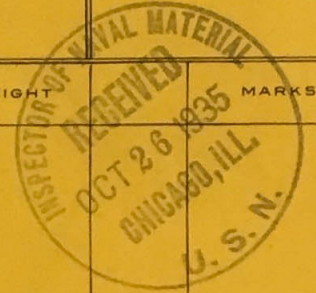
CHECKED { WITH ORDER
F. O. B. POINT
PRICE
CALCULATIONS
TRANSPORTATION
TRANS. CHGD. BACK

SHIPPED FROM SOUTH CHICAGO, ILL. To SAME

FOLLOW 83½ CWT.
PLUS E.O. 2½ CWT
FREIGHT

ROUTE EJ&E-JOLIET-AT&SF

CARS			DESCRIPTION PER BILL OF LADING					WEIGHT	
INITIALS	NUMBERS	CAPACITY							
PRR	440612	140							
REFER TO I.S. 3184									
CUSTOMER'S ORDER	MILL ORDER	PRICE NO.	HEAT OR SLAB NO.	PCS.	DIMENSIONS			WEIGHT	MARKS
					LENGTH	WIDTH	GAUGE		
11590 9/21/35	55811 U.S. NAVY FILLED	OIL 48916 SW	1061780	3	396	48-1/16	3/16	3 050	INSPECTOR OF NAVAL MATERIAL RECEIVED OCT 26 1935 CHICAGO, ILL. U. S. N.
			1110763	2	480	48	1/4	3 275	
			1061780	2	396	42	3/8	3 550	
			1110763	1	396	48	1/2	2 700	
			1061780	2	396	42	1/2	4 735	
			TANK PLATES PER QQ-S-721						
11590 ADD 9/21/35	57480 U.S. NAVY FILLED	" "	1031658	1	75-1/2	39	3/8	3 20	
			1061747	1	63-1/2	39	3/8	270	
			1061747	1	97-3/4	52	1/2	730	
			13				18 630		
MEC			FORWARD						



TERMS

SHIPPING NOTICE ONLY

DENVER COLORADO

REPORT OF MATERIAL SHIPPED

11/11/35

Bureau of ~~Treas.~~ **Dept.** Inspection District **Chicago** Date* **11/1/35** File No. **T-72-MB**
(Of shipment of material) (Of Inspector's Office.)

* Contractor (Name and address) * Carnegie Illinois Steel Corp.		* Midwest Steel & Iron Works Company	
* From (Full name of manufacturer) * South Chicago Works		To (Supply officer or contractor to whom consigned) * Denver, Colorado	
* Works at which manufactured * South Chicago		Address of consignee * 	
* Place (Station or pier from which shipment is made) * Illinois		Terminal (Name of station or pier in city to which shipped) * 	
* Routing (Steamer line, railroad company, or motor express by which shipped) * P&LE-44022 FRR-439467		Vessel (For which material is specifically purchased) * FOR: DENVER, COLO. MINT	
* Car or Steamer (Initials and car No. or name of steamer) * B/L-5339		Contract No. (State whether department, bureau, or yard contract) * 	
* Bill of lading or ship's manifest (Number and date) 11/1/35		Requisition No. (State whether ship, bureau, or yard requisition) * 	
Appropriation		Appropriation	

Contractor's Order No.	Contract Item No.	Number of pieces	Name, description, and dimensions of material Number and kind of packages	Net weight
*	*	*	* 2 Universal Plates as per attached B/L	* 1690#
NOTE: Stamped "WUSN" Through error. Material fully released. Material being shipped to Midwest Steel & Iron Works Co., Denver, Colo. for fabrication.				
Makartakxhatagxatipxakxkx				
TOTAL			Describe exactly how material has been marked for shipment	TOTAL

ALL DATA ABOVE THIS LINE INDICATED BY (*) TO BE ENTERED BY MANUFACTURER

Inspection authorized by _____ on _____ (Bureau or office)	Date	Number	Certified copies of this report forwarded as follows: To Bureau concerned 1 Assistant Director of Procurement, Procurement Div., P.W.Br. Treas. Dept., Wash.D.C. To supply officer mentioned above. To officer at contractor's works 1 Mr. James D. Owens, Constr. Eng. U.S. Mint, Denver, Colo. To Inspector To Bureau and A.	
Inspection requested by manufacturer by _____ on _____ (Telephone, letter, etc.)	10/7/35			
Manufacturer's notice received on _____ That material would be ready for inspection on _____ Material actually ready for inspection _____	"		I CERTIFY that the above-described material has been inspected as to quality and quantity and is in accordance with the requirements of the order or contract (except as noted).	
Inspection begun on _____	10/16/35			
Inspection completed on _____	"			
Shipment authorized on _____	"			
This is the _____ shipment made on above order. Material stamped UN WUSN (Cross out stamp not used.) Where stamped _____ Asst. Inspector's initials near ends. Order { completed. EG checked. C not completed. NO not checked. NO Weights { checked. NO not checked. NO			(Per) J. K. ESLEY, COMMANDER P. D. Lohmann 4-4707	

Carnegie-Illinois Steel Corporation

SUBSIDIARY OF UNITED STATES STEEL CORPORATION

SOUTH WORKS

Carnegie Building, Pittsburgh, Pa.

DATE NOV. 1 1935

MILL ORDER SEE BELOW

AGENCY

SHEET NO IS-5339

CUSTOMER ORDER NO & DATE
REQUISITION NO.
CONTRACT NO.
PRICE NO.

THE MIDWEST STEEL & IRON WORKS COMPANY
25 LARIMER ST.
DENVER COLORADO

CHARGE TO

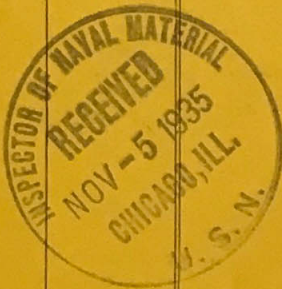
SHIPPED FROM SOUTH CHICAGO, ILL. TO SAME - DENVER COLORADO

ROUTE EJ&E EOLA CBAQ

FOLLOW 837 GWT.
PLUS E.O. 20
FREIGHT PER GWT.

CARS			DESCRIPTION PER BILL OF LADING						WEIGHT	
INITIALS	NUMBERS	CAPACITY								
PALE	44022	140								
P.R.R.	439467	140								
REFER TO IS-5336										
CUSTOMER'S ORDER	MILL ORDER	PRICE NO.	HEAT OR SLAB NO.		PCS.	DIMENSIONS			WEIGHT	MARKS
						LENGTH	WIDTH	GAUGE		
305 10/7/35	59278 U.S. NAVY	DIL- 48916 SW	202699		1	480	18	3/8	920	
			202732		1	480	15	3/8	770	
						UNIVERSAL PLATES				
						OR STEEL TANK PLATES				

TERMS



SHIPPING NOTICE ONLY
DENVER COLORADO

11/11/35

REPORT OF MATERIAL SHIPPED

Bureau of ~~Treas. Dept.~~ Inspection District Chicago Date* 10/20/35 File No. T-72-MB
(Of shipment of material) (Of Inspector's Office.)

* Contractor (Name and address)
* Carnegie Illinois Steel Corp.
From (Full name of manufacturer)
* South Chicago Works
Works at which manufactured
* South Chicago * Illinois
Place (Station or pier from which shipment is made) State
* Routing (Steamer line, railroad company, or motor express by which shipped)
* PPR-440582 J-8056
Car or Steamer (Initials and car No. or name of steamer)
* B/L-3307 to 3310 10/20/35
Bill of lading or ship's manifest (Number and date)

* Midwest Steel & Iron Works
To (Supply officer or contractor to whom consigned)
* Denver, Colorado
Address of consignee
* Terminal (Name of station or pier in city to which shipped)
* Vessel (For which material is specifically purchased)
* FOR: DENVER, COLO. MINT.
Contract No. (State whether department, bureau, or yard contract)
* Requisition No. (State whether ship, bureau, or yard requisition)
Appropriation

Contractor's Order No.	Contract Item No.	Number of pieces	Name, description, and dimensions of material Number and kind of packages	Net weight
	*	* <u>36</u>	* <u>Structural Steel Angles and Beams as per attached B/L</u>	* <u>75203#</u>
<u>NOTE:</u> Stamped "USN" through error. Material fully released. Material being shipped to Midwest Plant, Denver, Colo., for fabrication purposes.				
TOTAL			Describe exactly how material has been marked for shipment	TOTAL

ALL DATA ABOVE THIS LINE INDICATED BY (*) TO BE ENTERED BY MANUFACTURER

Inspection authorized by.....on..... (Bureau or office)	Date	Number	Certified copies of this report forwarded as follows: 1 To Bureau concerned 1 Assistant Director of Procurement, Procurement Div., P.W. To inspect officer mentioned above. To officer at manufacturing works. 1 To Mr. James D. Owens, Constr. Engr., U.S. Mint, Denver, Colo. To Bureau S. and A.
Inspection requested by manufacturer by.....on..... (Telephone, letter, etc.)	<u>10/9 to 18/35</u>	"	
Manufacturer's notice received on.....	"	"	
That material would be ready for inspection on.....	"	"	
Material actually ready for inspection.....	"	"	
Inspection begun on.....	"	"	I CERTIFY that the above-described material has been inspected as to quality and quantity and is in accordance with the requirements of the order or contract (except as noted).
Inspection completed on.....	"	"	
Shipment authorized on.....	"	"	
This is the shipment made on above order.			
Material stamped <u>UN</u> <u>fix</u> (Cross out stamp not used.)			
Where stamped <u>Near ends.</u>			
Asst. Inspector's initials <u>EH</u>			
Order { completed. Quantity { checked. Weights { checked.			
{ not completed. { not checked. { not checked.			

J. K. ESLER, COMMANDER, U. S. N.
(Per) P. D. Lohmann
4-4707

SOUTH WORKS

Carnegie Building, Pittsburgh, Pa.

DATE OCTOBER 20 1935

MILL ORDER 56078

AGENCY

SHEET NO. IS- 3309

RESERVED FOR USE OF CUSTOMER

P. A. INVOICE No.

VOUCHER No.

WITH ORDER

F. O. B. POINT

PRICE

CALCULATIONS

TRANSPORTATION

TRANS. CHGD. BACK

CHARGE TO

SHIPPED FROM SOUTH CHICAGO, ILL., TO SAME

ROUTE EJ&E CB&Q

FOLLOW 830 CWT. PLUS
F.C. 26 CWT.
FREIGHT

WEIGHT

RECEIVED
OCT 26 1935
CHICAGO, ILL.
U. S. N.

FORWARD

SHIPPING NOTICE ONLY

Carnegie-Illinois Steel Corporation

SUBSIDIARY OF UNITED STATES STEEL CORPORATION

SOUTH WORKS

Carnegie Building, Pittsburgh, Pa.

CUSTOMER

PRICE NO.

ORDER NO. & DATE

REQUISITION NO.

CONTRACT NO.

DATE OCTOBER 20 1935

MILL ORDER 57483

AGENCY

SHEET NO. IS- 3310

RESERVED FOR USE OF CUSTOMER

P. A. INVOICE No.

VOUCHER No.

WITH ORDER

F. O. B. POINT

PRICE

CALCULATIONS

TRANSPORTATION

TRANS. CHGD. BACK

CHARGE TO

MIDWEST STEEL & IRON WORKS COMPANY
25 LARIMER STREET
DENVER COLORADO

SHIPPED FROM SOUTH CHICAGO, ILL., TO SAME

ROUTE EJ&E CB&Q

FOLLOW 830 CWT. PLUS
FREIGHT E.O. 20 CWT.

CARS			DESCRIPTION PER BILL OF LADING								WEIGHT	
INITIALS	NUMBERS	CAPACITY										
PRR EJ&E	440582 8056	140 100F										
REFER TO IS-3307												
CUSTOMER'S ORDER NUMBERS	MILL ORDER NUMBERS	PRICE NO.	HEAT OR BLOW NO.	PCS.	DESCRIPTION	WEIGHT PER FOOT OR THICKNESS	LENGTH		WEIGHT OF EACH PIECE	WEIGHT	MARKS	
							FEET	INCHES				
11590 ADD 9/21/35	57483 NAVY	CHL- 48918 -SW	222583	2	OH STRUCTURAL H- BEAMS 5" H-2	18.9	13	11-1/4		527		
							FORWARD					

SHIPPING NOTICE ONLY

DENVER COLORADO

Carnegie-Illinois Steel Corporation

SUBSIDIARY OF UNITED STATES STEEL CORPORATION

SOUTH WORKS

Carnegie Building, Pittsburgh, Pa.

CUSTOMER { ORDER NO. & DATE
REQUISITION NO.
CONTRACT NO.
PRICE NO.

DATE OCTOBER 20 1935
MILL ORDER

AGENCY
SHEET NO. IS- 5397

CHARGE TO

MIDWEST STEEL & IRON WORKS COMPANY
25 LARIMER STREET
DENVER COLORADO

SHIPPED FROM SOUTH CHICAGO, ILL., TO SAME

RESERVED FOR USE OF CUSTOMER

P. A. INVOICE No. _____

VOUCHER No. _____

CHECKED { WITH ORDER _____

F. O. B. POINT _____

PRICE _____

CALCULATIONS _____

TRANSPORTATION _____

TRANS. CHGD. BACK _____

ROUTE EUME CB&Q

FOLLOW 835 GWT. PLUS
FREIGHT E.O. 25 GWT.

CARS			DESCRIPTION PER BILL OF LADING							WEIGHT	
INITIALS	NUMBERS	CAPACITY									
PRR EUME	44Q582 8056	140 100F	36 ANGLES & BEAMS							75203	
REFER TO IS-5308 TO IS-5310 INCL.											
CUSTOMER'S ORDER NUMBERS	MILL ORDER NUMBERS	PRICE NO.	HEAT OR BLOW NO.	PCS.	DESCRIPTION	WEIGHT PER FOOT OR THICKNESS	LENGTH		WEIGHT OF EACH PIECE	WEIGHT	MARKS
							FEET	INCHES			
301 10/4/35	58854 WILL FILLED	IL- 51027 -D	1130499	1	CB-361	150	56	6	8 475		
11590 ADD 9/21/35	57482 NAVY	48916	1021608	2	CB-121	25	7	1-3/4	357		
			"	2	CB-121	25	3	11	196		
		-SW	1100677	2	CB-82	24	80	0	3 840		
			"	1	CB-82	24	60	0	1 440		
11590 9/21/35	55812 NAVY	"	1051657	1	CB-362	300	32	11-1/4	9 881		
			1110781	1	CB-362	230	32	11-1/4	7 576		
11588 9/21/35	55765 NAVY FILLED	"	1061798	1	CB-124	120	24	4-1/2	2 925		
			1021635	2	CB-103	100	38	1-1/2	7 625		
			"	1	CB-103	89	40	9-1/2			
			1011170	1			38	1-1/2			
			1034320	1			20	2	8 818		
			1021635	3	CB-103	77	38	1-1/2			
			"	1			40	7-3/4			
			"	1			20	2	13 489		
			1081280	1	CB-103	66	20	2	1 351		
				22			FORWARD		25 950		



SHIPPING NOTICE ONLY

DENVER COLORADO

11/11/35

Bureau of Treas. Dept. Inspection District Chicago

Date*

16/16/35

File No. 7-72-MB
(Of Inspector's Office.)

(Of shipment of material)

(Of Inspector's Office.)

*
Contractor (Name and address)
Carnegie Illinois Steel Corp.
*
From (Full name of manufacturer)
South Chicago Works
*
Works at which manufactured
South Chicago Illinois
*
Place (Station or pier from which shipment is made) State
*
Routing (Steamer line, railroad company, or motor express by which shipped)
PRR-439953
*
Car or Steamer (Initials and car No. or name of steamer)
B/L-2413 & 2414 10/16/35
*
Bill of lading or ship's manifest (Number and date)

* Midwest Steel & Iron Company

To (Supply officer or contractor to whom consigned)

* Denver, Colorado

Address of consignee

*

Terminal (Name of station or pier in city to which shipped)

*

Vessel (For which material is specifically purchased)

*

FOR: DENVER, COLORADO MINT.

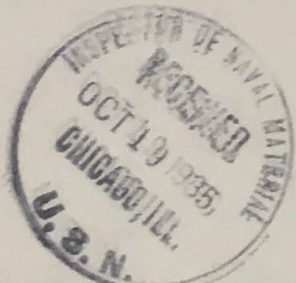
Contract No. (State whether department, bureau, or yard contract)

*

Requisition No. (State whether ship, bureau, or yard requisition)

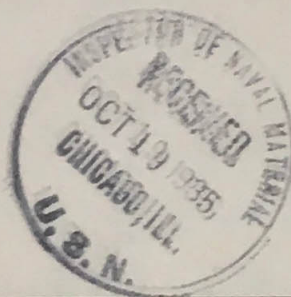
*

Appropriation

Contractor's Order No.	Contract Item No.	Number of pieces	Name, description, and dimensions of material Number and kind of packages	Net weight
*	* 29		*Structural Steel Beams as per attached B/L	* 73782#
<u>NOTE:</u> XXXXXXXXXXXXXXXSHIPPED TO MIDWEST STEEL & IRON CO., DENVER, COLO. FOR FABRICATION Stamped "USN" through error. Material fully released. Material being shipped to Midwest Steel & Iron Co., Denver, Colo. for fabrication. 				
TOTAL	*		Describe exactly how material has been marked for shipment	TOTAL *

NOTE:

Stamped "USN" through error. Material fully released. Material being shipped to Midwest Steel & Iron Co., Denver, Colo. for fabrication.



ALL DATA ABOVE THIS LINE INDICATED BY (*) TO BE ENTERED BY MANUFACTURER

	Date	Number	
Inspection authorized by _____ on _____			Certified copies of this report forwarded as follows:
(Bureau or office)			
Inspection requested by manufacturer by _____ on _____	10/7/35	1	To Assistant Director of Procurement, Procurement Div., P.W.Br. Treas. Dept., Wash. D.C.
(Telephone, letter, etc.)			To officer at contractor's works
Manufacturer's notice received on _____	"	1	Mr. James D. Owens, Constr. Engr U.S. Mint, and Asst. Dir. Denver, Colo.
That material would be ready for inspection on _____	"		
Material actually ready for inspection _____	"		
Inspection begun on _____	10/16/35		
Inspection completed on _____	"		
Shipment authorized on _____	"		

I CERTIFY that the above-described material has been inspected as to quality and quantity and is in accordance with the requirements of the order or contract (except as

This is the _____ shipment made on above order.
Material stamped 13 502 (Cross out stamp not used.)

Where stamped ----- **Near ends.**
Asst. Inspector's initials -----

Order { completed.
not completed.

Weights { checked.
not checked.

4-4707

J. K. ESLER, COMMANDER, U. S. N.

I CERTIFY that the above-described material has been inspected as to quality and quantity and is in accordance with the requirements of the order or contract (except as noted).

Carnegie-Illinois Steel Corporation
SUBSIDIARY OF UNITED STATES STEEL CORPORATION
SOUTH WORKS
Carnegie Building, Pittsburgh, Pa.

CUSTOMER { ORDER No. & DATE
REQUISITION No.
CONTRACT No.
PRICE No.

DATE **OCTOBER 16 1935**
MILL ORDER **SEE BELOW**

AGENCY
SHEET NO. **IS- 2413**

CHARGE TO

MIDWEST STEEL & IRON WORKS COMPANY
25 LARIMER STREET
DENVER COLORADO

RESERVED FOR USE OF CUSTOMER

P. A. INVOICE No. _____

VOUCHER No. _____

CHECKED { WITH ORDER _____

F. O. B. POINT _____

PRICE _____

CALCULATIONS _____

TRANSPORTATION _____

TRANS. CHGD. BACK _____

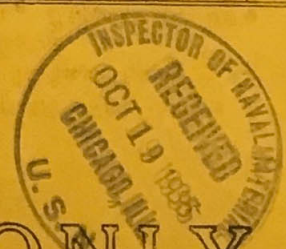
SHIPPED FROM **SOUTH CHICAGO, ILL.,** To **SAME - DENVER COLORADO**

ROUTE **EJ&E JOLIET AT&SF**

FREIGHT FOLLOW 838
CMT. PLUS 20
26 PER CWT.

CARS			DESCRIPTION PER BILL OF LADING		WEIGHT
INITIALS	NUMBERS	CAPACITY			
PRR	439953	140	29	BEAMS	73 782
REFER TO IS-2414					

CUSTOMER'S ORDER NUMBERS	MILL ORDER NUMBERS	PRICE NO.	HEAT OR BLOW NO.	PCS.	DESCRIPTION	WEIGHT PER FOOT OR THICKNESS	LENGTH		WEIGHT OF EACH PIECE	WEIGHT	MARKS
							FEET	INCHES			
				OH	STRL - CB-SECT BEAMS						
11590 ADD 9/21/35	57482	CHL- 48910 -SW	1100677	1	CB-82	24	60	0 ✓		1 440	
11590 9/21/35	55812	"	1031657	3	CB-362	230	32	11-1/2		22 741	
			1110781	1	CB-361	182	32	11-1/4			
			"	2	"		32	11-1/2		17 991	
11588 9/21/35	55765	"	1061798	1	CB-124	176	24	4-1/2		4 290	
			"	1	CB-124	190	13	8-1/2		2 605	
			"	1	CB-124	176	15	2-1/2		2 677	
			"	1	CB-124	147	24	4-1/2			
			"	1	"		13	8-1/2		5 598	
			1021634	3	CB-103	49	11	10-1/4			
			1091030	1			11	10-1/4			
			1091033	1			11	10-1/4			
			1130501	5			24	10-3/4			
			1091031	2			24	10-3/4			
	OVER TO FOOT			24						57 342	
							FORWARD				



SHIPPING NOTICE ONLY

REPORT OF MATERIAL SHIPPED

Bureau of Treas. Dept. Inspection District Pittsburgh Date* 10/24/35 File No. ET-15-240
(Of shipment of material) (Of Inspector's Office.)

* Midwest Steel & Iron Co.
Contractor (Name and address)
* Carnegie-Illinois Steel Corp.
From (Full name of manufacturer)
* Homestead
Works at which manufactured
* Munhall, Pa. *
Place (Station or pier from which shipment is made) State
*
Routing (Steamer line, railroad company, or motor express by which shipped)
* W&LE 73038
Car or Steamer (Initials and car No. or name of steamer)
*
Bill of lading or ship's manifest (Number and date)

* Midwest Steel & Iron Co.
To (Supply officer or contractor to whom consigned)
* XXXX
Address of consignee
* Denver, Colorado
Terminal (Name of station or pier in city to which shipped)
* Denver, Colorado Mint
Vessel (For which material is specifically purchased)
* 11590 ET-15-240
Contract No. (State whether department, bureau, or yard contract)
* 0-57479
Requisition No. (State whether ship, bureau, or yard requisition)
*
Appropriation

Contractor's Order No.	Contract Item No.	Number of pieces	Name, description, and dimensions of material Number and kind of packages	Net weight
*	*	*	SEE CARNEGIE STEEL SHEET ATTACHED HB-1245	*
TOTAL		*	Describe exactly how material has been marked for shipment	TOTAL *

ALL DATA ABOVE THIS LINE INDICATED BY (*) TO BE ENTERED BY MANUFACTURER

	Date	Number	
Inspection authorized by (Bureau or office) on		1	Certified copies of this report forwarded as follows:
Inspection requested by manufacturer by (Telephone, letter, etc.) on	10/16/35	2	To Bureau concerned <u>Treas.</u>
Manufacturer's notice received on	"	2	To supply officer mentioned above, <u>Const. Eng. Jas. D. Owens,</u>
That material would be ready for inspection on	"		<u>U.S. Mint, Denver, Colo.</u>
Material actually ready for inspection	"		To officer at contractor's works, <u>NM, Chicago, Ill.</u>
Inspection begun on	"		To Inspector
Inspection completed on	10/22/35		To Bureau S. and A.
Shipment authorized on	"		

This is the shipment made on above order.
Material stamped SN (Cross out stamp not used.)
Where stamped E.P.H.
Asst. Inspector's initials E.P.H.
Order completed. Quantity checked. Weights checked.
not completed. not checked. not checked.

I CERTIFY that the above-described material has been inspected as to quality and quantity and is in accordance with the requirements of the order or contract (except as noted).

R. W. Ryden (cc), U. S. N.
H. E. Hahn
(Per)

REPORT OF MATERIAL SHIPPED

I. N. M. 10
(Rev. 11-34)

INSTRUCTIONS FOR COMPLETION BY MANUFACTURERS OF REPORT OF MATERIAL SHIPPED I. N. M. 10 AND DISTRIBUTION BY INSPECTORS

1. Upon release by a Naval Inspector of material for shipment that is to apply to a Government contract or order, the manufacturer shall enter the data as indicated on the face of this report and furnish immediately six white copies to the Naval Inspection Office having the material under inspection. Distribution by the Inspector is as indicated, the original and one copy being furnished normally to a Naval Supply Officer or other receiving official indicated in the order; other addressees may be furnished copies for information as considered necessary. Manufacturers will obtain necessary supply of forms from the Inspector and may retain for their files the yellow copy of each report.

2. When material covered by more than one contract or order is included in a single shipment, the material on the several contracts or orders shall be reported separately.

3. It is most necessary that the information required as outlined under each applicable space be accurately and fully furnished; the contractor shall fill in all applicable spaces designated by an asterisk (*).

4. The date of bill of lading should be filled in as the actual date of shipment.

5. The information regarding the railroad or steamer by which material was forwarded, bill of lading, etc., is required by Government regulations controlling transportation, and is necessary for proper tracing of shipments.

All the information as detailed in the corresponding column is necessary in order that the material may be easily identified at the point of delivery, and its acceptance expedited, which in turn enables prompt payment.

6. Under "Description and dimensions of material," it is most important that the nomenclature contained in the contract or order be followed in this column; and in addition the number and kind (boxes, barrels, crates, etc.) of containers employed, if any, should be stated.

7. The note "Describe exactly how material has been marked" shall be particularly complied with. It is requested that the instructions contained in the contract or order be strictly adhered to, and that not only the material be marked as required, but that the shipping report explicitly state the manner in which the material was marked.

8. Any additional information regarding the proper filling out of this report may be obtained from the Inspection Office.

9. Bills of lading and invoices (when necessary) and other shipment memoranda shall be securely fastened to the Reports of Material Shipped, prepared so that all pertinent papers may be presented to the inspector.

10. In the case of material purchased by the Government, delay in the submission of the required number of copies of "Report of Material Shipped" will cause delay in payment. Material will not be incorporated in Government work, or finally accepted by the Government, prior to the receipt at destination of "Reports of Material Shipped." "Reports of Material Shipped" shall be forwarded to the officer in charge of the inspection immediately after shipment of material. Any delay in excess of 48 hours consumed by the shipper in forwarding these reports shall be regarded as a delay in deliveries, and liquidated damages for such delayed deliveries, if the contract or order so provides, may be assessed accordingly against the contractor.

MANUFACTURER'S COPY

REPORT OF MATERIAL SHIPPED

Bureau of Treas. Dept. Inspection District Pittsburgh Date* 10/24/35 File No. ET-15-240
(Of shipment of material) (Of Inspector's Office.)

* Midwest Steel & Iron Co.
Contractor (Name and address)
* Carnegie-Illinois Steel Corp.
From (Full name of manufacturer)
* Homestead
Works at which manufactured
* Pittsburgh, Pa.
Place (Station or pier from which shipment is made) State
* Pa.
Routing (Steamer line, railroad company, or motor express by which shipped)
* 11590 ET-15-240
Car or Steamer (Initials and car No. or name of steamer)
* 73058
Bill of lading or ship's manifest (Number and date)
* 11590 ET-15-240
Address of consignee
* XXXX
Terminal (Name of station or pier in city to which shipped)
* Denver, Colorado
Vessel (For which material is specifically purchased)
* 11590 ET-15-240
Contract No. (State whether department, bureau, or yard contract)
* 0-57479
Requisition No. (State whether ship, bureau, or yard requisition)
* XXXX
Appropriation

Contractor's Order No.	Contract Item No.	Number of pieces	Name, description, and dimensions of material Number and kind of packages	Net weight
*	*	*	SEE CARNEGIE STEEL SHEET ATTACHED HB-1245	*
TOTAL			Describe exactly how material has been marked for shipment	TOTAL

ALL DATA ABOVE THIS LINE INDICATED BY (*) TO BE ENTERED BY MANUFACTURER

Inspection authorized by (Bureau or office) on 10/16/35
Inspection requested by manufacturer by (Bureau or office) on 10/16/35
Manufacturer's notice received on 10/16/35
That material would be ready for inspection on 10/22/35
Material actually ready for inspection on 10/22/35
Inspection begun on 10/22/35
Inspection completed on 10/22/35
Shipment authorized on 10/22/35

This is the XXXX shipment made on above order.
Material stamped XXXX (Cross out stamp not used.)
Where stamped D.P.R.
Asst. Inspector's initials D.P.R.
Order {completed. XXXX Quantity {checked. XXXX Weights {checked. XXXX
{not completed. {not checked. {not checked.

I CERTIFY that the above-described material has been inspected as to quality and quantity and is in accordance with the requirements of the order or contract (except as noted).

R. W. Ryden (CC), U. S. N.H. E. Hahn

Carnegie-Illinois Steel Corporation

~~Carnegie Steel Company~~

SUBSIDIARY OF UNITED STATES STEEL CORPORATION

HOMESTEAD STEEL WORKS

Carnegie Building, Pittsburgh, Pa.

DATE

AGENCY

BILL NO.

RESERVED FOR USE OF CUSTOMER

P. A. INVOICE NO.

VOUCHER NO.

CHARGE TO

MIDWEST STEEL & IRON WORKS CO.
25 LARIMER ST.
DENVER COLO.

SHIPPED FROM MUNHALL, PA, To

ROUTE

FREIGHT

CHECKED

WITH ORDER

F. O. B. POINT

PRICE

CALCULATIONS

TRANSPORTATION

TRANS. CHGD. BACK

CARS

INITIALS

NUMBERS

CAPACITY

DESCRIPTION PER BILL OF LADING

WEIGHT

MILL
ORDER
NUMBERSCUSTOMER'S
ORDER
NUMBERSPRICE
NO.HEAT OR
BLOW NO.

PIECES

DESCRIPTION

WEIGHT PER
FOOT OR
THICKNESS

LENGTH

FEET

INCHES

UNIT
WEIGHTTOTAL
WEIGHT

MARKS

W&LE 73038-140

LIGHT WEIGHT 64 100

OCT 24 1935

SHIPPED TO CARNEGIE-ILLINOIS STEEL CORP SOUTH WORKS SOUTH CHICAGO ILL.
VIA URR % P&WVA % W&LE % WABASH % EJE FREIGHT COLLECT
FOR RESHIPMENT TO---

MIDWEST STEEL & IRON WORKS CO.
(WITH SO-57483)

44534

11590 CIL M32276
ADD 48916
9/21/35 SW-
INSPECTOR SG
OF NAVAL
MATERIAL

2 18" CHANS

42.7

8 1-3/4

347.83

696

1/2 WT.

IN 1 BOL

FORWARD

RECEIVED
OCT 28 1935
MUNHALL
OFFICE
PITTSBURGH DISTRICT

WILLIAM H. HARRIS & SONS
HOMESTEAD, PA.

CHARGE TO

DATE

CHARGE TO

SHIPPED FROM MUNHALL, PA.

ROUTE

WEIGHT

DESCRIPTION

CLASS

INITIALS

MARKS	WEIGHT	LENGTH	WIDTH	THICKNESS	QUANTITY	PRICE	VALUE	CUSTOMER'S ORDER NUMBER
-------	--------	--------	-------	-----------	----------	-------	-------	-------------------------

INSPECTOR OF NAVAL MATERIAL
RECEIVED
OCT 28 1935
MUNHALL
OFFICE
PITTSBURGH DISTRICT

Carnegie-Ilinois Steel Corporation
~~Carnegie Steel Company~~

SUBSIDIARY OF UNITED STATES STEEL CORPORATION

HOMESTEAD STEEL WORKS

Carnegie Building, Pittsburgh, Pa.

DATE _____

AGENCY L

BILL NO. HB-1245

RESERVED FOR USE OF CUSTOMER

P. A. INVOICE NO.

VOUCHER NO.

CHECKED { WITH ORDER
F. O. B. POINT
PRICE _____
CALCULATIONS
TRANSPORTATION

F. O. B. POINT

PRICE

CALCULATIONS

TRANSPORTATION.

TRANS. CHGD. BACK

CHARGE TO

SHIPPED FROM MUNHALL, PA, TO

ROUTE

FREIGHT

[illegible]

RECEIVED
 OCT 28 1935
 MUNHALL
 OFFICE
 PITTSBURGH DISTRICT

BETHLEHEM STEEL COMPANY

BETHLEHEM, PA.

Customer's
ORDER No. AND DATE
REQUISITION No.
CONTRACT No.DATE
INVOICE No.SOLD
TOSHIPPED TO
AND
DESTINATION

DATE SHIPPED

DIST. No.

FINAL ROUTE

TERMS:

DESCRIPTION FOR BILL OF LADING

Car Initial Car Number Pieces Scale Weight

For Customer's Use Only

Register No.

Voucher No.

F. O. B. Checked

Terms Approved

Price Approved

Calculations Checked

Transportation

Freight Bill No.

Amount

Material Received

19

Date

Signature

Title

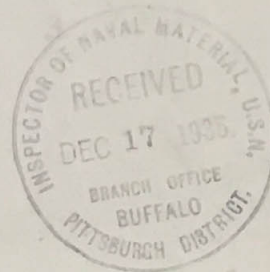
Satisfactory and Approved

Adjustments

Accounting Distribution

Audited

Final Approval



354

FED 20'S 721 STRUC FOR BLOS

CLASS 'A'

INSP U.S.N.

10M77

2 B

16 x 36

4

8

336

210 01

2

4

7

330

2

3

2-1/2

231

2

5

10-1/4

255

2

6

8-1/4

750

4

5

10-1/4

867

2

4

4-1/2

421

17533

10A x 45

32

6-1/4

315

2

23

11-1/4

5854

3

23

9-1/4

2154

2

32

8-1/4

3209

4

30

0-1/4

2942

2

26

5-1/4

5404

2

26

3-1/4

2379

1

30

2-1/4

2364

1

20

0-1/4

1358

1

36

3-1/4

901

2

19

11-1/4

1632

2

23

8-1/4

897

2132

I. N. M. 10

FILE No. 12-27-35

REPORT OF MATERIAL SHIPPED

INSPECTION DISTRICT, BUFFALO, N. Y.

REPORT FOR'D-DATE 12-27-35

COMB - FC 14454-4/5

FOR 47 U.S. Mint, Denver, Colo

Approx value \$883

MATERIAL

Inspection authorized by Khana Treas on 12-9-35
 (Bureau or office)
 Inspection requested by manufacturer by Phone on 12-9-35
 (Telephone, letter, etc.)
 Manufacturer's notice received on "
 That material would be ready for inspection on "
 Material actually ready for inspection on 12-11-35
 Inspection begun on "
 Inspection completed on "
 Shipment authorized on "
 This is the " shipment made on the above Navy order
 (Number)
 or contract.

Number

1

1

2

1

Certified copies of this report forwarded as follows:

To Bureau concerned.

To supply officer mentioned above.

To officer at contractor's works.

To Inspector

To Bureau S. and A.

Material stamped Each piece (Cross out stamp not used.)Where stamped CJDAsst. Inspector's initials xxxx

Order { completed not completed

Quantity { checked not checked

Weights { checked not checked

I CERTIFY that the above-described material has been inspected as to quality and quantity and is in accordance with the requirements of the order or contract.

Inspector of Naval Material

U. S. N. Per

O.B. Schirmer

BETHLEHEM STEEL COMPANY

BETHLEHEM, PA.

For Customer's Use Only

Customer's
ORDER No. AND DATE
REQUISITION No.
CONTRACT No.

DATE 10/15/35
INVOICE No. E12826

SOLD TO

MIDWEST STEEL & IRON WORKS CO
25 LARIMER ST
DENVER COLO

SHIPPED TO AND DESTINATION

MIDWEST STEEL & IRON WORKS CO
DENVER COLO

3000 50

DATE SHIPPED 10/15/35

FROM

FREIGHT

DIST. No. 21

F. O. B. OUR WORKS

(COLLECT)

FINAL ROUTE

33 NKP BRC CB&Q To BE FABRICATED AT DENVER

TERMS:

Register No.	Voucher No.
F. O. B. Checked	
Terms Approved	Price Approved
Calculations Checked	
Transportation	
Freight Bill No.	Amount
Material Received	
19 Date	Signature Title
Satisfactory and Approved	
Adjustments	
Accounting Distribution	
Audited	Final Approval

DESCRIPTION FOR BILL OF LADING

BEAMS

Car Initial Car Number Pieces Scale Weight

PRR 822290 28 66860

Docs.	S/N	B/L	INV.	REG.
SOLD TO				
SHIP TO				
CARD				

11594
M 145-99

FED QQ S 721 STRUCT FOR BLDGS
GLASSES A & C
INSP U S N

9R172	2 B	33 x 125	26	0-1/2	6511	310 01
GR065	1	27A x 145	25	8	3722	
	1		25	6	3698	
	1		26	0-3/4	3779	
	1		16	5	2380	
6F066	2	27 x 114	24	7	7129	
	1		23	1	2631	
9R104	4	27 x 106	16	5	7486	
	2		24	7	5213	
	3		16	5	5221	
6R401	4	27 x 98	16	5	6436	
10R459	2	27 x 91	23	2	4216	
	1		25	8	2336	
	2		23	1	4201	
	1		18	0	1638	

Treas.

28

Approx value \$1665.

66597

I. N. M. 10

FILE No. Et-15-237

REPORT OF MATERIAL SHIPPED

INSPECTION DISTRICT, BUFFALO, N. Y.

REPORT FOR'D-DATE 12-27-35

FOR U.S. Mint, Denver, Colo

Name of Ship, Contract, Bureau Order, Requisition

MATERIAL Structural Steel

Inspection authorized by Treas on _____
(Bureau or office)
Inspection requested by manufacturer by Phone on 10-14-35
(Telephone, letter, etc.)
Manufacturer's notice received on _____
That material would be ready for inspection on _____
Material actually ready for inspection _____
Inspection begun on _____
Inspection completed on _____
Shipment authorized on _____
This is the _____ shipment made on the above Navy order
(Number)

Date	Number
10-14-35	1
"	1
"	1

Certified copies of this report forwarded as follows:
To Bureau Arch. Treas.
To supply officer mentioned above.
To officer at Contractor's works.
To Inspector MM-Munhall
To Bureau S. and A. 1 1 1 1

Material stamped XXXX (Cross out stamp not used.)
Where stamped Each piece
Asst. Inspector's initials CJD
Order XXXX (not completed)
Quantity XXXX (checked) (not checked)
Weights XXXX (checked) (not checked)

I CERTIFY that the above-described material has been inspected as to quality and quantity and is in accordance with the requirements of the order or contract.

R. W. Ryden Captain (CC)
Inspector of Naval Material

U. S. N. Per O. B. Schirner

BETHLEHEM STEEL COMPANY

BETHLEHEM, PA.

For Customer's Use Only

Customer's
ORDER No. AND DATE
REQUISITION No.
CONTRACT No.

DATE 10/17/35
INVOICE No. E12950-1/2

SOLD TO

MIDWEST STEEL & IRON WORKS CO
25 LARIMER ST DENVER COLO

SHIPPED TO AND DESTINATION

MIDWEST STEEL & IRON WORKS CO
DENVER COLO

3600 50

DATE SHIPPED 10/17/35

FROM LACKAWANNA, N. Y.

FREIGHT

DIST. No. 21

F. O. B. OUR WORKS

(COLLECT)

TERMS: FINAL ROUTE SB NKP BRC CB&Q To be FABRICATED AT DENVER

DESCRIPTION FOR BILL OF LADING BEAMS

Car Initial Car Number Pieces Scale Weight

LV 31187

Docs.	S/N	B/L	INV.	REG.
SOLD TO				
SHIP TO				
CARD				

11584
1145-99* 107450 1 B 27 X 91 26 0-1/2 2370 310 01
25 6-1/4 2322

2

4692

Approx value \$117.

Treas.

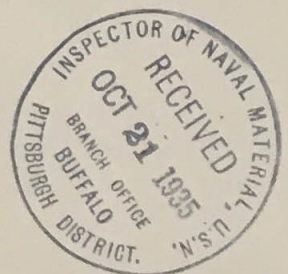
I. N. M. 10
FILE No. ET-15-237

REPORT OF MATERIAL SHIPPED
INSPECTION DISTRICT, BUFFALO, N. Y.

REPORT FOR'D-DATE 12-27-35

FOR U.S. Mint, Denver, Colo.
Name of Ship, Contract, Bureau Order, Requisition

MATERIAL Structural steel



Inspection authorized by Treas. on
(Bureau or office)
Inspection requested by manufacturer by Phone on 10-14-35
(Telephone, letter, etc.)
Manufacturer's notice received on
That material would be ready for inspection on
Material actually ready for inspection on
Inspection begun on
Inspection completed on
Shipment authorized on
This is the shipment made on the above Navy order
(Number) or contract.

Certified copies of this report forwarded as follows:
To Bureau concerned.
To supply officer mentioned above.
To officer at contractor's works.
To Inspector
To Bureau S. and A.
Material stamped UN (Cross out stamp not used.)
Where stamped Each piece PIT DENVER COLO
Asst. Inspector's initials CJD
Order { completed not completed } Quantity { checked not checked } Weights { checked not checked }

I CERTIFY that the above-described material has been inspected as to quality and quantity and is in accordance with the requirements of the order or contract.

A. V. Ryden Captain (OC)
Inspector of Naval Material, U. S. N. Per O.B. Schirmer

BETHLEHEM STEEL COMPANY

BETHLEHEM, PA.

For Customer's Use Only

Customer's
ORDER No. AND DATE
REQUISITION No.
CONTRACT No.

DATE 10/16/35
INVOICE No. E12878

SOLD TO

MIDWEST STEEL & IRON WORKS CO
25 LARIMER ST
DENVER COLO

SHIPPED TO AND DESTINATION

MIDWEST STEEL & IRON WORKS CO
DENVER COLO

3600 50

DATE SHIPPED 10/19/35
DIST. No. 21

FROM
F. O. B. OUR WORKS

FREIGHT

(COLLECT)

TERMS:
FINAL ROUTE

35 NYC 1HB CB&Q To BE FABRICATED AT DENVER

Register No.	Voucher No.
F. O. B. Checked	
Terms Approved	Price Approved
Calculations Checked	
Transportation	
Freight Bill No.	Amount
Material Received	
19 Date	Signature Title
Satisfactory and Approved	
Adjustments	
Accounting Distribution	
Audited	Final Approval

DESCRIPTION FOR BILL OF LADING

Car Initial	Car Number	Pieces	Scale Weight
P&LE	43406	85	82580

Docs.	S/N	B/L	INV.	REG.
SOLD TO				
SHIP TO				
CARD				

11502 145-2*	137011	1	B	INSP U S N FED GO S 721 14 X 30	7 1-3/4 8 1-3/4 9 10-3/4 18 3-1/4	214 244 1198 2192	310 01
11502 145-1*	7387 137004	1 1 4 4 2 1 2 2 4 1 2 1 4		INSP U S N FED GO S 721 INSP U S GOV TREASURY DEPT 21 X 73 21 X 68	17 2 17 2 17 6 18 3-1/2 23 6-1/2 21 11 23 6-3/4 23 6-1/2 26 0-1/2 25 7-3/4 24 7 26 0-1/2 22 1 17 2-1/4 18 3	1253 1167 4760 4976 3202 1490 2969 2906 6562 1616 3097 1432 1215 1719 3650	
Treas.	5R407 5R407	1 2 4		21 X 63 18 X 55 18 X 50			

I. N. M. 10
FILE No. ET-15-237

REPORT OF MATERIAL SHIPPED
INSPECTION DISTRICT, BUFFALO, N. Y.

REPORT FOR'D-DATE 12-27-35

FOR U.S. Mint, Denver, Colo.

Approx value \$2063

Name of Ship, Contract, Bureau Order, Requisition

MATERIAL Structural steel

Inspection authorized by Treas. on	Date	Number	Certified copies of this report forwarded as follows:
(Bureau or office)		1	To Bureau concerned.
Inspection requested by manufacturer by Phone on 10-14-35		1	To Supply Officer mentioned above.
(Telephone, letter, etc.)		2	To officer at contractor's works.
Manufacturer's notice received on		1	To Inspector
That material would be ready for inspection on			To Bureau S. and A.
Material actually ready for inspection			
Inspection begun on			
Inspection completed on			
Shipment authorized on			
This is the shipment made on the above Navy order (Number)			
or contract.			

Material stamped	Each piece	(Cross out stamp not used.)
Where stamped		
Asst. Inspector's initials	CJD	
Order	completed not completed	Quantity checked not checked
		Weights checked not checked

I CERTIFY that the above-described material has been inspected as to quality and quantity and is in accordance with the requirements of the order or contract.

N. W. Hyden Captain (CC)
Inspector of Naval Material

U. S. N. Per O.B. Schirmer

SOLD
TO

MIDWEST STEEL & IRON WORKS CO

REFR TO
INVOICE No E12878

SHEET No. # 2

Customer's and Shipper's Numbers	Heat Numbers	Pieces	Shape	Size and Weight per Foot or Thickness	Length Feet Inches	Marks	Weight (Pounds)	Price Symbol	Shipper's Product Account
11592 M145-1*				FED QQ S 721 STRUC FOR BLDGS CLASS A & C INSP U S GOV TREASURY DEPT					
	5R407	4	B	18 X 50	18 3-1/4		3654		310 01
		1			16 5		821		
	4R534	4		18 X 47	23 6-1/2		4426		
	5R490	2			18 3		1716		
		2			18 3-1/4		1717		
	4R534	2			26 0-1/2		2448		
	9R402	4		16 X 45	18 3-1/2		3292		
		2			8 1-3/4		733		
		1			7 6-1/2		339		
		2			17 5-1/2		1571		
		8			18 3-1/4		6578		
	9R476	2		16 X 40	18 3-1/4		2923		
	1R449	2							
	10R478	2		16 X 36	18 3		1314		
		2			18 3-1/4		1316		
	5R098	1	S	24 X 79.9	14 5		1152		311 02
		2			16 5		2623		

BETHLEHEM, PA.

DATE 12/17/85
INVOICE No. E16219

THE MIDWEST STEEL & IRON WKS CO
25 LARIMER ST
DENVER COLO

Register No.	Voucher No.
F. O. B. Cheeked	
Terms Approved	Price Approved
Calculations Checked	
Transportation	
Freight Bill No.	Amount
Material Received	
19 Date	Signature
Satisfactory and Approved	
Adjustments	
Accounting Distribution	
Audited	Final Approval

Car Initial	Car Number	Places	Scale Weight
HTC	345323	98	44720



REPORT FOR'D-DATE 10-27-1

Approx value
\$1126

MATERIAL

Inspection authorized by <u>Treas</u> on _____	Date _____	Number _____
(Bureau or office)		
Inspection requested by manufacturer by <u>Phone</u> on <u>10-10-35</u>		1
(Telephone, letter, etc.)		1
Manufacturer's notice received on _____		3
That material would be ready for inspection on _____		1
Material actually ready for inspection _____		
Inspection begun on _____	<u>10-11-35</u>	
Inspection completed on _____		
Shipment authorized on _____		
This is the _____ shipment made on the above Navy order		
or contract. (Number)		

Certified copies of this report forwarded as follows:		
To Bureau concerned.	Sup. Arch. Treas.	
To supply officer mentioned above.	Const. Eng. Denver, Colo	
To officer at contractor's works.	Eng. Chicago	
To Inspector	MM-Munhall, Pa.	
To Bureau S. and A.		
Material stamped <u>UN</u> <u>U.S.</u> (Cross out stamp not used.)		
Where stamped <u>Each piece</u>		
Asst. Inspector's initials <u>CJD</u>		
Order <u>XXXX</u> completed ☒ not completed ☐	Quantity <u>1000</u> (checked ☒ not checked ☐	Weights <u>1000</u> (checked ☒ not checked ☐

I CERTIFY that the above-described material has been inspected as to quality and quantity and is in accordance with the requirements of the order or contract.

R. W. Ryden Captain (GC)
Inspector of Naval Material

U. S. N. Per

O.B. Schirmor

BETHLEHEM STEEL COMPANY

BETHLEHEM, PA.

For Customer's Use Only

Register No. Voucher No.

F. O. B. Checked

Terms Approved

Price Approved

Calculations Checked

Transportation

Freight Bill No.

Amount

Material Received

19
Date

Signature

Title

Satisfactory and Approved

Adjustments

Accounting Distribution

Audited

Final Approval

Customer's
ORDER No. AND DATE
REQUISITION No.
CONTRACT No.DATE
INVOICE No.12/20/35
EL6443SOLD
TOTHE MIDWEST STEEL & IRON WORKS CO
25 LARIMER ST DENVER COLOSHIPPED TO
AND
DESTINATIONTHE MIDWEST STEEL & IRON WORKS CO
DENVER COLO

0000 50

DATE SHIPPED
DIST. No.
FINAL ROUTE
TERMS:

12/20/35 FROM LACKAWANNA, N. Y.

F. O. B. OUR WORKS

FREIGHT

(COLLECT)

93 NKP 3RC 08A0

TO BE FABRICATED AT DENVER

DESCRIPTION FOR BILL OF LADING

Car Initial Car Number Pieces Scale Weight

NKP 71386 154 43850

Customer's and Supplier's Number	Heat Number	Pieces	Shape	Size and Weight per Foot or Thousand	Length Feet Inches	Marks	Weight (Pounds)	Inspector's Product Account
354 1145-3B*	91651	154	3	FED 30 S 721 STRUC FOR BLUGS CLASS A INSP U S N 1 1/4 X 43 MILLED 2 ENDS	6 3-1/4		41934	310 01

Treasury

Approx value \$1040



I. N. M. 10

BT-15-237

REPORT OF MATERIAL SHIPPED

INSPECTION DISTRICT, BUFFALO, N. Y.

12-27-35

FILE No.

REPORT FOR'D-DATE

U.S. Mint, Denver, Colo.

FOR

Name of Ship, Contract, Bureau Order, Requisition

Structural steel

MATERIAL

Treas

Inspection authorized by	Date	Number
Phone (Bureau or office)	10-10-35	1
Inspection requested by manufacturer by	"	1
(Telephone, letter, etc.)	"	3
Manufacturer's notice received on	"	1
That material would be ready for inspection on	"	
Material actually ready for inspection	10-11-35	
Inspection begun on	"	
Inspection completed on	"	
Shipment authorized on	"	

This is the _____ shipment made on the above Navy order or contract. (Number)

Certified copies of this report forwarded as follows:

To Bureau concerned. ✓

To Supply Officer mentioned above.

To officer at contractor's work.

To Inspector.

To Bureau S. and A.

Material stamped (Cross out stamp not used.)

Where stamped

Ass't Inspector's initials

Order { completed not completed } Quantity { checked not checked } Weights { checked not checked }

I CERTIFY that the above-described material has been inspected as to quality and quantity and is in accordance with the requirements of the order or contract.

Inspector of Naval Material

U. S. N. Per

O. B. Schirmer

FEDERAL STANDARD STOCK CATALOG**Section IV****(Part 5)****FEDERAL SPECIFICATION****FOR****BARS; REINFORCEMENT, CONCRETE**

The following corrections should be made in Federal Specification QQ-B-71 dated June 6, 1933:

Page 1:

Paragraph B-2. Insert the following grade:
"5. Intermediate-car axle steel."

Page QQ-B-71—2:

Paragraph D-1. Add the following:
"Bars of grade 5 shall be rolled only from railroad car axles."

Paragraph D-3:

Seventh line, after "carload" insert " , or in a shipment of less than a carload,"

Paragraph E-1:

Third line, delete "Grade 4 steel" and substitute "Steel of grades 4 and 5."

Page QQ-B-71—3:

Section F. Insert the following:

"**F-1c.** For car axle steel, one tension and one bend test shall be made from each lot of 10 short tons or less of each size of bar rolled."

"**F-4. Retests.**—If any of the test specimens selected from lots of bars produced from either car axles or rails fails to meet the requirements, and a retest is permitted, at least four additional specimens shall be selected by the inspector. If any one of the four fails, the lot represented thereby will be rejected, and no further retests will be allowed."

FEDERAL STANDARD STOCK CATALOG

(Section IV, part 5)

Page QQ-B-71—4:

Paragraph I-1:

Second line, delete "or 4)" and substitute "4, or 5)."

Paragraph I-2:

Second line, delete "four" and substitute "five."

Paragraph I-4:

Second line, delete "four" and substitute "five." Delete "and 4" and substitute "4, and 5."

Paragraph I-5. Delete table and substitute:

Area, square inches	Size of bars, inches	Weight, pounds per foot
0.05	$\frac{1}{4}$ round-----	0.17
.11	$\frac{3}{8}$ round-----	.38
.20	$\frac{1}{2}$ round-----	.68
.25	$\frac{1}{2}$ square-----	.86
.31	$\frac{5}{8}$ round-----	1.06
.44	$\frac{3}{4}$ round-----	1.52
.60	$\frac{7}{8}$ round-----	2.07
.79	1 round-----	2.70
1.00	1 square-----	3.44
1.27	$1\frac{1}{4}$ square-----	4.35
1.56	$1\frac{1}{2}$ square-----	5.37

Page QQ-B-71—6:

Table I. Following the footnotes insert:

"Note.—All properties for car axle steel, grade 5, intermediate types A, B, and C, shall be the same as for billet steel, grade 2, intermediate, of the corresponding type except that the requirement for tensile strength, maximum, shall not apply."

Table II. Following "Explanatory Note" insert:

"Note.—All requirements for car axle steel, grade 5, intermediate types A, B, and C, shall be the same as for billet steel, grade 2, intermediate, of the corresponding type."

FEDERAL STANDARD STOCK CATALOG

Section IV

(Part 5)

FEDERAL SPECIFICATION

FOR

BARS; REINFORCEMENT, CONCRETE

This includes ERRATA—1 for QQ-B-71 dated April 1934, which should be canceled and destroyed.

The following corrections should be made in Federal Specification QQ-B-71, dated June 6, 1933:

(REPRINT OF ERRATA—1):

Page 1:

Paragraph B-2. Insert the following grade:
"5. Intermediate-car axle steel."

AMENDMENT—2

Page QQ-B-71—2:

Paragraph B-3. Insert as follows:
"Class c. Electric furnace steel."

(REPRINT OF ERRATA—1)—Continued:

Page QQ-B-71—2:

Paragraph D-1. Add the following:

"Bars of grade 5 shall be rolled only from railroad car axles."

Paragraph D-3:

Seventh line, after "carload" insert " , or in a shipment of less than a carload,"

Paragraph E-1:

Third line, delete "Grade 4 steel" and substitute "Steel of grades 4 and 5."

Page QQ-B-71—3:

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F-1c. For car axle steel, one tension and one bend test shall be made from each lot of 10 short tons or less of each size of bar rolled.

F-4. Retests.—If any of the test specimens selected from lots of bars produced from either car axles or rails fails to meet the requirements, and a retest is permitted, at least four additional specimens shall be selected by the inspector. If any one of the four fails, the lot represented thereby will be rejected, and no further retests will be allowed.

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Second line, delete "four" and substitute "five."

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Second line delete "four" and substitute "five." Delete "and 4" and substitute "4, and 5."

Paragraph I-5. Delete table and substitute:

Area, square inches	Size of bars, inches	Weight, pounds per foot
0.05	$\frac{1}{4}$ round.....	0.17
.11	$\frac{3}{8}$ round.....	.38
.20	$\frac{1}{2}$ round.....	.68
.25	$\frac{1}{2}$ square.....	.86
.31	$\frac{5}{8}$ round.....	1.06
.44	$\frac{3}{4}$ round.....	1.52
.60	$\frac{7}{8}$ round.....	2.07
.79	1 round.....	2.70
1.00	1 square.....	3.44
1.27	$1\frac{1}{4}$ square.....	4.35
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Page QQ-B-71—6:

Table I. Following the footnotes insert:

"Note.—All properties for car axle steel, grade 5, intermediate types A, B, and C, shall be the same as for billet steel, grade 2, intermediate, of the corresponding type except that the requirement for tensile strength, maximum, shall not apply."

Table II. Following "Explanatory Note" insert:

"Note.—All requirements for car axle steel, grade 5, intermediate types A, B, and C, shall be the same as for billet steel, grade 2, intermediate, of the corresponding type."

JUNE 6, 1933**SUPERSEDING****F.S. No. 350a****March 25, 1929****FEDERAL STANDARD STOCK CATALOG****Section IV****(Part 5)****FEDERAL SPECIFICATION****FOR****BARS; REINFORCEMENT, CONCRETE**

This specification was approved for promulgation by the Federal Specifications Board on June 6, 1933, for the use of the departments and independent establishments of the Government in the purchase of this commodity, and shall become mandatory for all departments and independent establishments of the Government not later than January 1, 1934. It may be put into effect, however, at any earlier date, after promulgation.

A. APPLICABLE FEDERAL SPECIFICATIONS

A-1. Federal Specification QQ-M-151, General Specification for Metals, of the issue in effect on the date of the invitation for bids, shall form a part of this specification.

A-2. Special requirements of the individual departments of the Government are noted under section H.

B. TYPES, GRADES, AND CLASSES

B-1. Concrete reinforcement bars shall be of one of the following types, as may be specified:

Type A. Plain.

B. Deformed.

C. Hot-twisted.

D. Cold-twisted.

B-2. Concrete reinforcement bars shall be of one of the following grades, as may be specified:

Grade 1. Structural-billet steel.

2. Intermediate-billet steel.

3. Hard-billet steel.

4. Hard-rail steel.

B-3. Concrete reinforcement bars shall be of one of the following classes, as may be specified; if the class is not specified, either class may be furnished:

- Class a. Open-hearth steel.
- b. Bessemer steel.

C. MATERIAL AND WORKMANSHIP

C-1. The finished material shall be free from injurious defects and shall have a workmanlike finish.

D. GENERAL REQUIREMENTS

D-1. Bars of grades 1, 2, and 3 shall be rolled only from billets. Bars of grade 4 shall be rolled only from standard section T rails.

D-2. Cold-twisted bars shall be twisted cold and hot-twisted bars shall be twisted hot. Each shall have 1 complete twist in a length of not over 12 times the thickness of the bar.

D-3. Permissible variations.—The weight of any lot of bars shall not vary more than 5 percent from the theoretical weight of that lot. No bar shall have a minimum cross section over 6 percent less than the theoretical cross section. If 5 percent or more of the bars in any lot fail to meet this requirement, the lot shall be rejected. The term "lot" in this section shall be taken to include all bars of the same nominal weight per linear foot contained in a carload and represented by one invoice.

E. DETAIL REQUIREMENTS

E-1. Chemical composition.—The phosphorus content of grades 1, 2, and 3 steel shall not exceed 0.100 and 0.125 percent for classes a and b respectively. Grade 4 steel shall not be subjected to any chemical tests.

E-2. Manufacturers' analyses.—For grades 1, 2, and 3 the manufacturer shall furnish the following analyses:

E-2a. Open-hearth steel.—An analysis of each melt of steel showing the percentages of carbon, manganese, phosphorus, and sulphur.

E-2b. Bessemer steel.—An analysis of each melt, or lot of 10 tons, showing the percentage of carbon; and also an analysis for each 12-hour period showing the percentages of manganese, phosphorus, and sulphur. This shall be considered as representing all melts poured during this period.

E-3. Tension and bend tests.—

E-3a. The bars shall conform to the requirements given in tables 1 and 2 as to tension properties and bend test requirements, respectively.

E-3b. The yield point shall be determined by the drop of the beam of the testing machine.

E-4. Modification in elongation.—

E-4a. For all bars, except cold-twisted bars, more than $\frac{3}{4}$ inch in thickness or diameter, a deduction of 0.25 percent from the percentages of elongation specified in table I shall be made for each increase of $\frac{1}{32}$ inch of the specified thickness or diameter more than $\frac{3}{4}$ inch.

E-4b. For all bars, except cold-twisted bars, less than $\frac{7}{16}$ inch in thickness or diameter, a deduction of 0.5 percent from the percentages

of elongation specified in table I shall be made for each decrease of $\frac{1}{32}$ inch of the specified thickness or diameter less than $\frac{1}{16}$ inch.

F. METHODS OF SAMPLING, INSPECTION, AND TESTS

F-1. *Number of tests.*—

F-1a. For billet steel, 1 tension and 1 bend test shall be made from each melt, unless the finished material from a melt is greater than 25 short tons, in which case 1 tension and 1 bend test shall be made from each 25 tons or fraction thereof. For Bessemer billet steel, 1 tension and 1 bend test shall be made from each lot of 10 short tons or less when the melts can not be identified. If, however, material from one melt or test lot differs $\frac{3}{8}$ inch or more in thickness, the thickest and the thinnest material rolled shall each be represented by at least 1 tension and 1 bend test.

F-1b. For rail steel, 1 tension and 1 bend test shall be made from each lot of 10 short tons or less of each size of bar rolled from rails varying not more than 10 pounds per yard in nominal weight.

F-2. *Test specimens.*—

F-2a. Tension- and bend-test specimens for plain and deformed bars shall be taken from the finished bars and shall be of the full thickness or diameter of bars as rolled, except that the specimens for deformed bars may be machined for a length of not less than 9 inches if deemed necessary to obtain uniform cross section.

F-2b. Tension- and bend-test specimens for cold-twisted bars shall be taken from the finished bars without further treatment, except as specified in paragraph I-3. Tension- and bend-test specimens for hot-twisted bars shall be taken from the finished bars without further treatment.

F-3. *Bend tests.*—The test specimen shall bend cold around a pin without cracking on the outside of the bent portion, as specified in table II.

G. PACKAGING, PACKING, AND MARKING

G-1. *Packaging and packing.*—Bars shall be made up in bundles, securely wired, as stipulated in the special specifications, contract, or purchase order.

G-2. *Marking.*—

G-2a. A metal tag shall be affixed to each bundle, upon which shall be stamped data as directed.

G-2b. Shipping packages shall be marked with the name of the material, the size, type, grade, class, and the quantity contained therein as defined by the contract or order under which shipment is made, the name of the contractor, and the number of the contract or order.

H. REQUIREMENTS APPLICABLE TO INDIVIDUAL DEPARTMENTS

H-1. The following departmental specifications of the issue in effect on the date of the invitation for bids shall form a part of this specification.

H-1a. *Army.*—U.S. Army Specification No. 100-2.

H-1b. *Navy.*—Navy Department General Specifications for Inspection of Material together with Appendix II, Metals, copies of

FEDERAL STANDARD STOCK CATALOG

(Section IV, Part 5)

which may be obtained without cost upon application the Bureau of Supplies and Accounts, Navy Department, Washington, D.C. Appendix II (Metals) is applicable, for Navy Department purchases, in lieu of Federal Specification QQ-M-151, referred to in paragraph A-1.

H-2. Navy Department inspection.—The contractor shall furnish all labor and appliances for handling finished material during surface inspection, which will be required for all material. The contractor shall, as far as he may deem practicable, arrange his schedule to roll during day shifts material covered hereby. In case of material scheduled for night rolling and in the case of material scheduled for day rolling but for which, after receiving notice in sufficient time, the inspector is not present at the time scheduled for rolling, the contractor may proceed with the rolling and shearing without prejudice to the acceptance of the material, provided the material is placed aside until the arrival of the inspector (who will select samples for testings), and provided further that the contractor will not be required to hold the material longer than 16 hours.

I. NOTES

I-1. When specifying material in accordance with this specification, the type (A, B, C, or D), the grade (1, 2, 3, or 4), and the class (a or b), should be definitely stated.

I-2. Type A, plain bars and type B, deformed bars, may be obtained in any of the four grades specified in paragraph B-2.

I-3. Type D, cold-twisted bars, in addition to being obtainable in accordance with the properties after twisting as specified herein, may be purchased on the basis of tests of the hot-rolled bars before twisting, in which case the latter tests shall govern and shall conform to the requirements specified for type A, plain bars of grade 1, structural steel.

I-4. While type C, hot-twisted bars, are obtainable in any of the four grades—1, 2, 3, and 4—they are usually purchased only in grades 3 and 4.

I-5. The areas (with their equivalent sizes of square and round bars) given in the following list conform to Simplified Practice Recommendation No. 26 of the Department of Commerce:

Area, square inches	Size of bars, inches
0.05	$\frac{1}{4}$ round.
.11	$\frac{3}{8}$ round.
.20	$\frac{1}{2}$ round.
.25	$\frac{1}{2}$ square.
.31	$\frac{5}{8}$ round.
.44	$\frac{3}{4}$ round.
.60	$\frac{7}{8}$ round.
.79	1 round.
1.00	1 square.
1.27	$1\frac{1}{8}$ square.
1.56	$1\frac{1}{4}$ square.

FEDERAL STANDARD STOCK CATALOG

(Section IV, Part 5)

QQ-B-71-5
(June 1933)

I-6. It is believed that this specification adequately describes the characteristics necessary to secure the desired material, and that normally no samples will be necessary prior to award to determine compliance with this specification. If for any particular purpose samples with bids are necessary, they should be specifically asked for in the invitation for bids, and the particular purpose to be served by the bid sample should be definitely stated, the specification to apply in all other respects.

I-7. This specification governs all United States Government purchases of this commodity. Users are requested to retain this specification in permanent file until a revision is issued.

I-8. Interested parties are advised that an alphabetical index of Federal specifications may be obtained upon application as noted in paragraph next below, price to be obtained from the Superintendent of Documents.

I-9. Copies of this specification, together with Federal Specification QQ-M-151 referred to in paragraph A-1, may be obtained upon application, accompanied by money order, coupon, or cash, to the Superintendent of Documents, Government Printing Office, Washington, D.C. Price of this specification 5 cents. Price of Federal Specification QQ-M-151, 5 cents.

Notice.—When Government drawings, specifications, or other data are used for any purpose other than in connection with a definitely related Government procurement operation, the United States Government thereby incurs no responsibility or any obligation whatsoever; and the fact that the Government may have formulated, furnished, or in any way supplied the said drawings, specifications, or other data is not to be regarded by implication or otherwise as in any manner licensing the holder or any other person or corporation, or conveying any rights or permission to manufacture, use, or sell any patented invention that may in any way be related thereto.

TABLE I.—*Tension properties*

Properties considered	Type A—Plain			
	Billet steel			Rail steel, grade 4, hard
	Grade 1, structural	Grade 2, intermediate	Grade 3, hard	
Tensile strength, minimum, pounds per square inch.....	55,000	70,000	80,000	80,000
Tensile strength, maximum, pounds per square inch.....	70,000	90,000	-----	-----
Yield point, minimum, pounds per square inch.....	33,000	40,000	50,000	50,000
Elongation in 8 inches, mini- mum, percent.....	¹ 1,400,000	¹ 1,300,000	¹ 1,200,000	¹ 1,200,000
	tensile strength	tensile strength	tensile strength	tensile strength

¹ See sec. E.-4.

² In no case less than 16 percent.

FEDERAL STANDARD STOCK CATALOG
(Section IV, Part 5)

TABLE I.—*Tension properties*—Continued

Properties considered	Type B—Deformed Type C—Hot-twisted				Type D— cold- twisted billet steel— grade 1, struct- ural
	Billet steel			Rail steel, grade 4, hard	
	Grade 1, structural	Grade 2, intermediate	Grade 3, hard		
Tensile strength, minimum, pounds per square inch...	55,000	70,000	80,000	80,000	(3)
Tensile strength, maximum, pounds per square inch...	70,000	90,000	-----	-----	(3)
Yield point, mini- mum, pounds per square inch.....	33,000	40,000	50,000	50,000	55,000
Elongation in 8 } inches, minimum, percent.....	11, 125, 000 tensile strength	14 1,125,000 tensile strength	11, 000, 000 tensile strength	11, 000, 000 tensile strength	5

¹ See sec. E.-4.

² Recorded only.

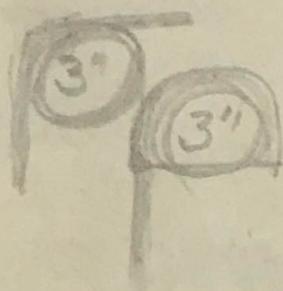
⁴ In no case less than 14 percent.

TABLE II.—*Bend-test requirements*

Thickness or diameter of bar	Type A—Plain				Type B—Deformed Type C—Hot-twisted				Type D—Cold-twisted
	Billet steel			Rail steel, grade 4, hard	Billet steel			Rail steel, grade 4, hard	Billet steel, grade 1, structural
	Grade 1, structural	Grade 2, intermediate	Grade 3, hard		Grade 1, structural	Grade 2, intermediate	Grade 3, hard		
Under 3/4 inch..	180°— d=t.	180°— d=2t.	180°— d=3t.	180°— d=3t.	180°— d=t.	180°— d=3t.	180°— d=4t.	180°— d=4t.	180°— d=2t.
3/4 inch and over	180°— d=t.	90°— d=2t.	90°— d=3t.	90°— d=3t.	180°— d=2t.	90°— d=3t.	90°— d=4t.	90°— d=4t.	180°— d=3t.

EXPLANATORY NOTE.—d=the diameter of pin about which the specimen is bent. t=the thickness or diameter of the specimen.

$$4-x \quad \frac{3}{4} = \frac{12}{4} = 3''$$



Certificate 10/15/35

MATERIAL Reinforcing Steel SPECIFICATION QQ-B-71 - Hard Grade - Deformed Bars
FOR Extension & Remodeling U.S. Mint - U.S. Government Treas. Dept.
DESTINATION Denver, Colorado CAR NO. 8891

QUANTITY	DESCRIPTION	WEIGHT	Heat No.	CHEMICAL ANALYSIS					Dimensions of Test Piece	Yield Point Per Sq. In.	Tensile Strength Per Sq. In.	Per Cent E. Long In. <u>8"</u>	Per Cent Red Area	Bend Test
				C	Mn.	Phos.	Sul.							
	SPECIFIED LIMITS									Min. 50000	Min. 80000			
1"	Square Type "B"	1217#	3134	.41	.73	.010	.024	1.00x1.00	54100	87200	21.5			OK
7/8"	Round " "	13171#	16355	.40	.58	.011	.033	.875	55800	89870	20.5			OK
3/4"	" " "	100000#	11066	.41	.65	.012	.021	.750	57600	91000	20.0			OK
3/4"	" " "	120307#	12258	.41	.60	.008	.030	.750	59200	90800	19.5			OK
3/4"	" " "	139000#	6257	.40	.63	.014	.029	.750	56300	88700	20.0			OK
5/8"	" " "	20342#	6334	.42	.66	.027	.031	.625	57600	89600	18.5			OK
1/2"	" " "	52420#	16208	.41	.69	.017	.037	.500	56700	90100	18.0			OK
3/8"	" " "	252#	9097	.36	.62	.015	.027	.375	56450	93200	17.0			OK
The above tests are representative of results obtained from samples representing the material furnished The Colorado Builders Supply Company for use on building mentioned above.														
Signed and sworn to before me this fifteenth day of October, 1935:														
Notary Public My Commission expires Mar. 5, 1938														

The material covered by this report has been Inspected and Tested in accordance with above mentioned specification.

Walter R. ...
Chief Inspector

REPORT OF MATERIAL SHIPPED

Bureau of Treas. Dept Inspection District Pittsburgh Pa Date* 11/28/35 File No. ET 15-237
(Of shipment of material) (Of Inspector's Office.)

* <u>Bethlehem Steel Co Bethlehem Pa</u> (Name and address)		* <u>Midwest Steel & Iron Works Co</u> (Supply office or contractor to whom consigned)	
* <u>Bethlehem Steel Company</u> (Full name of manufacturer)		* <u>Denver Colo</u> (Address of consignee)	
* <u>Johnstown</u> (Works at which manufactured)		* <u>Denver, Col. Mint</u> (Name of station or pier in city to which shipped)	
* <u>Johnstown</u> (Station or pier from which shipment is made)	* <u>Pa</u> (State)	* <u>Denver, Col. Mint</u> (For which material is specifically purchased)	
* <u>C&BL B&O SB</u> (Steamer line, railroad company, or motor express by which shipped)		* <u>Contract No.</u> (State whether department, bureau, or yard contract)	
* <u>B&O 256080</u> (Initials and car No. or name of steamer)		* <u>Requisition No.</u> (State whether ship, bureau, or yard requisition)	
* <u>FC 14454-4/5</u> (Bill of lading or ship's manifest)		* <u>11/28/35</u> (Number and date)	
* <u>FC 14454-4/5</u> (Bill of lading or ship's manifest)		* <u>11/28/35</u> (Number and date)	

Contractor's Order No.	Contract Item No.	Number of pieces	Name, description, and dimensions of material Number and kind of packages	Net weight
<u>11/28/35</u> <u>CF 145-3*</u>	*	*	*	*
		7	Federal QQ-S 721 Class A 58R329 10'10" 24 x 1"	6260
		7	7'10"	4540
TOTAL		* 14	Describe exactly how material has been marked for shipment	* 10800

ALL DATA ABOVE THIS LINE INDICATED BY (*) TO BE ENTERED BY MANUFACTURER

Inspection authorized by _____ on _____ (Bureau or office)	Date <u>11/22/35</u>	Number <u>1</u>	Certified copies of this report forwarded as follows: To Bureau concerned <u>Treas.</u> To supply officer mentioned above <u>Const. Eng. James D. Owens,</u> To officer at contractor's works <u>U.S. Mint, Denver, Colo.</u> To Inspector <u>RM, Chicago, Ill.</u> To Bureau S. and A.
Inspection requested by manufacturer by <u>phone</u> on _____ (Telephone, letter, etc.)	"	<u>5</u>	
Manufacturer's notice received on _____	<u>11/25/35</u>	<u>1</u>	
That material would be ready for inspection on _____	"		
Material actually ready for inspection _____	"		
Inspection begun on _____	"		
Inspection completed on _____	"		
Shipment authorized on _____	"		

This is the _____ shipment made on above order.
Material stamped XXXX (Cross out stamp not used.)
Where stamped pc. neat neat no.
Asst. Inspector's initials PWS
Order { XXXX completed. } Quantity { XXXX not checked. } Weights { XXXX not checked. }
(Per) H. E. Ryden (CC) H. E. Ryden
4-4797

Material satisfactory. Shipment
with USN stamp authorized for
the benefit of the Government.

REPORT OF MATERIAL SHIPPED

Bureau of Treas. Dept. Inspection District Pittsburgh Pennsylvania Date* 11/28/35 File No. ET 15-237
(Of shipment of material) (Of Inspector's Office.)

* Bethlehem Steel Co Bethlehem Pa
Contractor (Name and address)
* Bethlehem Steel Company
From (Full name of manufacturer)
* Johnstown
Works at which manufactured
* Johnstown * Pa
Place (Station or pier from which shipment is made) State
* C&B&L B&O SB
Routing (Steamer line, railroad company, or motor express by which shipped)
* B&O 256080
Car or Steamer (Initials and car No. or name of steamer)
* PC 14454-4/5 11/28/35
Bill of lading or ship's manifest (Number and date)

* Midwest Steel & Iron Works Co
To (Supply officer or contractor to whom consigned)
* Denver Colo
Address of consignee
* Denver, Col. Mint
Terminal (Name of station or pier in city to which shipped)
* Denver, Col. Mint
Vessel (For which material is specifically purchased)
* Contract No.
(State whether department, bureau, or yard contract)
* Requisition No.
(State whether ship, bureau, or yard requisition)
* Appropriation

Contractor's Order No.	Contract Item No.	Number of pieces	Name, description, and dimensions of material Number and kind of packages	Net weight
* <u>11/28/35</u> * <u>OF 145-3*</u>	*	*	* <u>Federal QQ-S 721 Class A</u>	*
		<u>7</u>	<u>58R329 10'10" 24 x 1"</u>	<u>6260</u>
		<u>7</u>	<u>7'10"</u>	<u>4540</u>
TOTAL		* <u>14</u>	Describe exactly how material has been marked for shipment	TOTAL * <u>10800</u>

ALL DATA ABOVE THIS LINE INDICATED BY (*) TO BE ENTERED BY MANUFACTURER

	Date	Number	
Inspection authorized by _____ on _____		<u>1</u>	Certified copies of this report forwarded as follows:
Inspection requested by manufacturer by _____ on _____	<u>11/22/35</u>	<u>3</u>	To Bureau concerned <u>Treas.</u>
Manufacturer's notice received on _____	<u>"</u>	<u>1</u>	To supply officer mentioned above <u>Const. Eng. James D. Owens,</u>
That material would be ready for inspection on _____	<u>11/25/35</u>		To officer at contractor's works <u>U.S. Mint, Denver, Colo.</u>
Material actually ready for inspection _____	<u>"</u>		To Inspector <u>RM, Chicago, Ill.</u>
Inspection begun on _____	<u>"</u>		To Bureau S. and A.
Inspection completed on _____	<u>"</u>		
Shipment authorized on _____	<u>"</u>		

This is the _____ shipment made on above order.

Material stamped PC (Cross out stamp not used.)
Where stamped PC. neat neat no.

Asst. Inspector's initials FMS

Order {completed.} {not completed.} Quantity {checked.} {not checked.}

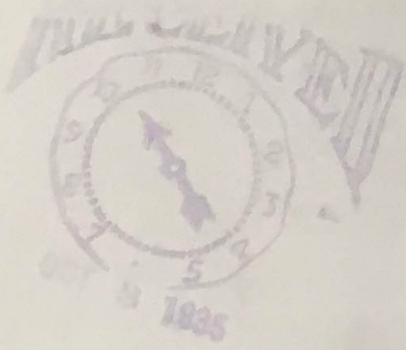
Weights {checked.} {not checked.}

(Per)

I CERTIFY that the above-described material has been inspected as to quality and quantity and is in accordance with the requirements of the order or contract (except as noted).

R. W. Ryden (CC), U. S. N.

H. E. Hahn



October 1, 1935

Procurement Division,
Public Works Branch,
Treasury Department,
Washington, D. C.

Re: U. S. Mint,
Denver, Colorado.

Sir:

We wish to advise you that the structural steel on the above
job will be rolled by the

ILLINOIS STEEL COMPANY

at

THE SOUTH WORKS MILL,

Chicago District, Chicago, Illinois, and fabricated by

MIDWEST STEEL AND IRON WORKS COMPANY

at their Plant, in Denver, Colorado.

Approximately 97 tons of structural steel will be rolled and
fabricated for the above project, at the above plant.

There are required approximately 475 tons of structural steel on
the above project, and we will advise you within the course of
the next few days, as to where the balance of the steel is to be
rolled and fabricated.

We would appreciate having you advise us as to whether or not you
will waive mill and shop inspection on the above mentioned tonnage
of structural steel.

Very truly yours,

F. J. KIRCHHOFF CONSTRUCTION COMPANY

431 Woodward Building,
Washington, D. C. Office

ANK:ies
CC Job
CC Home Office
CC C. E. ✓

FEDERAL STANDARD STOCK CATALOG**Section IV****(Part 5)****FEDERAL SPECIFICATION****FOR****STEEL; STRUCTURAL, (FOR) BUILDINGS**

The following corrections should be made in Federal Specification QQ-S-721 dated June 6, 1933:

Page QQ-S-721-2:

Paragraph C-3. Delete paragraph and substitute:

C-3. The finished material shall be free from injurious defects and shall have a workmanlike finish, subject to the following provisions. Surface imperfections in wide flange shapes, H-beams, girder beams, and equivalent sections, and in standard structural shapes weighing more than 50 pounds per foot may be removed by means of chipping to whatever depth is necessary to reach sound metal, provided that the cross-sectional area at any point shall not be reduced by chipping by more than 1.5 percent of the nominal cross-sectional area and that the cross-sectional area at any point after chipping shall not be more than 2.5 percent under the nominal cross-sectional area. The depth of the chipping shall not exceed the limits tabulated below:

$\frac{1}{16}$ inch deep in base metal which is from 0.375 to 0.499 inch thick.

$\frac{1}{8}$ inch deep in base metal which is from 0.500 to 0.999 inch thick.

$\frac{1}{4}$ inch deep in base metal which is from 1.000 to 1.999 inches thick.

$\frac{3}{8}$ inch deep in base metal which is from 2.000 to 3.500 inches thick.

FEDERAL STANDARD STOCK CATALOG

(Section IV, part 5)

C-3a. The length of the chipping shall not exceed the limits tabulated below:

Thickness of base metal	Maximum permissible length of any continued chipping to correct surface imperfections			
	Depth of chipping			
	1/16 inch	1/8 inch	1/4 inch	3/8 inch
	Inches	Inches	Inches	Inches
3/8 inch.....	20			
1/2 inch.....	22	18		
5/8 inch.....	24	20		
3/4 inch.....	25	21		
7/8 inch.....	26	22		
1 inch.....	27	23	19	
1 1/8 inches.....	28	24	20	
1 1/4 inches.....	29	25	21	
1 1/2 inches.....	32	28	24	
1 3/4 inches.....	35	31	27	
2 inches.....	38	34	30	20
2 1/4 inches.....	40	36	32	22
2 1/2 inches and up.....	42	38	34	24

C-3b. When so specified, depressions formed by chipping shall, after inspection of the chipping, be filled by welding, using heavily coated weld rods, by qualified welders. Weld metal shall be deposited in the depression to a thickness extending at least 1/8 inch above the surface. The deposited metal shall be sound throughout and be free from excessive oxides, nonmetallic inclusions, and gas pockets. The weld metal shall be thoroughly fused with the base metal and be free from overlap or undercut. After the deposit has been completed, all metal projecting above the rolled surface shall be removed by grinding to produce a workmanlike finish.

Page QQ-S-721-4:

Paragraph F-4. Insert as follows:

F-4. Inspection of chipping.—In cases where chipping of surface imperfections is permitted, the structural shapes which have been thus reconditioned shall be examined to determine that all imperfections have been removed completely and that the amount of metal removed is within the limits specified in section C. In cases where welding is permitted, the weld metal shall be inspected before grinding, to determine its freedom from defects.

FEDERAL STANDARD STOCK CATALOG
(Section IV, part 5)

QQ-S-721-3
Amend.-1
(July 1934)

Page QQ-S-721-5:

Paragraph I-3. At end of paragraph, insert:

If filling with weld metal of depressions formed by chipping surface imperfections as provided under paragraph C-3b is desired, the purchase order should so state. Filling with weld metal is beneficial from the standpoint of appearance and avoidance of water pockets. In cases where the carbon content exceeds 0.30 percent, or the manganese exceeds 0.80 percent, welding may be undesirable because of its tendency toward embrittlement. Decision as to welding in such cases should be made by the department concerned.

JUNE 6, 1933**SUPERSEDING****F.S. No. 352a****March 15, 1929****FEDERAL STANDARD STOCK CATALOG****Section IV****(Part 5)****FEDERAL SPECIFICATION****FOR****STEEL; STRUCTURAL, (FOR) BUILDINGS**

This specification was approved for promulgation by the Federal Specifications Board on June 6, 1933, for the use of the departments and independent establishments of the Government in the purchase of this commodity, and shall become mandatory for all departments and independent establishments of the Government not later than January 1, 1934. It may be put into effect, however, at any earlier date, after promulgation.

A. APPLICABLE FEDERAL SPECIFICATIONS

A-1. Federal Specification QQ-M-151, General Specification for Metals, of the issue in effect on the date of the invitation for bids, shall form a part of this specification.

A-2. Special requirements of the individual departments of the Government are noted under section H.

B. CLASSES

B-1. Structural steel for buildings shall be of one of the following classes, as may be specified:

Class A. Structural steel, noncopper.

Class B. Structural steel, copper.

Class C. Rivet steel, noncopper.

Class D. Rivet steel, copper.

C. MATERIAL AND WORKMANSHIP

C-1. Unless otherwise specified and except as noted in paragraph C-2, steel shall be made by either the bessemer or open-hearth process.

C-2. Rivet steel and steel for plates or shapes more than $\frac{3}{4}$ inch thick, which are to be punched, shall be made by the open-hearth process.

C-3. The finished material shall be free from welds and injurious defects, and shall have a workmanlike finish.

D. GENERAL REQUIREMENTS

D-1. Structural shapes except of bar sizes.—The cross section (or sectional area) or weight of each piece shall not vary more than 2.5 percent from that specified.

D-2. Structural shapes of bar sizes.—The weight of each piece shall not vary from the specified weight more than the amount given in table III.

D-3. Rolled-edge plates.—Each plate up to and including 36 inches in width shall not vary more than 2.5 percent from the cross section (or sectional area) or weight specified; rolled-edge plates more than 36 inches in width shall conform to the limits given in paragraph D-4 for sheared plates.

D-4. Sheared plates.—The weight of each lot in each shipment of rectangular plates shall not vary from the limits given in table I when ordered to weight, and from the limits given in table II when ordered to thickness. The thickness of each plate shall not vary more than 0.01 inch under that ordered. The term lot, as applied to table I, means all of the plates of each group width and group weight; as applied to table II, it means all of the plates of each group width and group thickness.

D-5. Rounds (including rivet bars), squares, and hexagons.—No piece shall vary from the limits given in table IV.

D-6. Flats.—No piece shall vary from the limits given in table V.

E. DETAIL REQUIREMENTS

E-1. Chemical composition.—

E-1a. The amounts of phosphorus and sulphur shall not exceed the following:

	Classes A and B, structural steel	Classes C and D, rivet steel
Phosphorus:	Percent	Percent
Bessemer	0.125	-----
Open-hearth	.070	0.070
Sulphur	-----	.070

E-1b. Copper steel (classes B and D) shall contain not less than 0.20 percent copper.

E-2. Manufacturers' analyses.—For bessemer steel, the manufacturer shall furnish determinations for manganese, phosphorus, and sulphur representing the average of the melts applied for each 12-hour period; and for each melt a carbon determination and, when copper steel (classes B and D) is specified, a copper determination.

(Section IV, Part 5)

For open-hearth steel, the manufacturer shall furnish for each melt carbon, manganese, phosphorus, and sulphur determinations, and, when copper steel (classes B and D) is specified, a copper determination.

E-3. Tensile properties.—

E-3a. The material shall conform to the following requirements as to tensile properties:

Properties considered	Classes A and B, structural steel	Classes C and D, rivet steel
Tensile strength, pounds per square inch.....	55,000-65,000.....	46,000-56,000.
Yield point, minimum, pounds per square inch. But in no case less than.....	0.5 tensile strength.. 30,000.....	0.5 tensile strength. 25,000.
Elongation in 8 inches, minimum, percent.....	$\frac{1,400,000^1}{\text{tensile strength}}$	$\frac{1,400,000}{\text{tensile strength}}$
Elongation in 2 inches, minimum, percent.....	22.....	

¹ See section E-4.

E-3b. The yield point shall be determined by the drop of the beam of the testing machine.

E-4. Modification in elongation.—

E-4a. For structural steel more than $\frac{3}{4}$ inch thick, a deduction of 0.25 percent from the percentage of elongation in 8 inches specified in paragraph E-3a shall be made for each increase of $\frac{1}{32}$ inch of the specified thickness above $\frac{3}{4}$ inch, to a minimum of 18 percent.

E-4b. For structural steel less than $\frac{5}{16}$ inch thick, a deduction of 1.25 percent from the percentage of elongation in 8 inches specified in paragraph E-3a shall be made for each decrease of $\frac{1}{32}$ inch of the specified thickness less than $\frac{5}{16}$ inch.

F. METHODS OF SAMPLING, INSPECTION, AND TESTS

F-1. Number of tests.—One tension and one bend test shall be made from each melt, unless the finished material from a melt is greater than 25 short tons, in which case one tension and one bend test shall be made for each 25 tons or fraction thereof. If, however, material from one melt differs $\frac{3}{8}$ inch or more in thickness, the thickest and thinnest material rolled shall each be represented by at least one tension and one bend test. Plates and flats $\frac{3}{16}$ inch and less in thickness and shapes less than 1 square inch in section shall not be subjected to tension tests.

F-2. Test specimens.—

F-2a. Unless specified otherwise, test specimens shall be taken longitudinally as approved by the inspector and, except as specified in paragraphs F-2f, F-2g, and F-2h, shall be of the full thickness or section of material as rolled.

F-2b. Test specimens shall be prepared for testing from the material in its rolled or forged condition, except as specified in paragraphs F-2c and F-2d.

F-2c. Test specimens for annealed material shall be prepared from the material as annealed for use.

FEDERAL STANDARD STOCK CATALOG

(Section IV, Part 5)

F-2d. Test specimens for rivet bars which have been cold drawn shall be normalized before testing.

F-2e. Test specimens for plates, shapes, and flats may be machined to conform to type 2 of Federal Specification QQ-M-151, General Specification for Metals, or with both edges parallel.

F-2f. Tension-test specimens for material more than $1\frac{1}{2}$ inches in thickness or diameter, except pins and rollers, may be machined to a thickness or diameter of not less than $\frac{3}{4}$ inch for a length of not less than 9 inches, or they may conform to type 1 of Federal Specification QQ-M-151—General Specification for Metals.

F-2g. Bend-test specimens for material more than $1\frac{1}{2}$ inches in thickness or diameter, except pins and rollers, may be machined to a thickness or diameter of not less than $\frac{3}{4}$ inch or to 1 by $\frac{1}{2}$ inch in section.

F-2h. Tension-test specimens for pins and rollers shall conform to type 1 of Federal Specification QQ-M-151, General Specification for Metals, and bend-test specimens shall be 1 by $\frac{1}{2}$ inch in section.

F-2i. For bars more than $1\frac{1}{2}$ inches in thickness or diameter, other than flats, when not tested in the full section as rolled, the tension-test specimens shall be taken so that the axis shall be at a point one half the distance between the center and the surface of the bar.

F-2j. The machined sides of rectangular bend-test specimens may have the corners rounded to a radius of not more than $\frac{1}{16}$ inch.

F-3. Bend tests.—

F-3a. Test specimens, except as specified in paragraph F-3b, shall bend cold through 180° without cracking on the outside of the bent portion, as follows: For material $\frac{3}{4}$ inch or less in thickness, flat on itself; for material more than $\frac{3}{4}$ inch to and including $1\frac{1}{4}$ inches in thickness, around a pin the diameter of which is equal to the thickness of the specimen; and for material more than $1\frac{1}{4}$ inches in thickness, around a pin the diameter of which is equal to twice the thickness of the specimen.

F-3b. Test specimens for rivet steel shall bend cold through 180° , flat on themselves, without cracking on the outside of the bent portion.

G. PACKING AND MARKING

G-1. Packing.—Steel shall be packed in a manner such as to insure acceptance by common or other carriers, for safe transportation, at the lowest rate, to the point of delivery. Rivet and lattice bars and other small sections, when loaded for shipment, shall be properly separated.

G-2. Marking.—

G-2a. The name or brand of the manufacturer and the melt number shall be legibly stamped or rolled on all finished material, except that rivet and lattice bars and other small sections, required by paragraph G-1 to be properly separated, shall be marked for identification. Identification marks shall be legibly stamped on the end of each pin and roller.

FEDERAL STANDARD STOCK CATALOG

QQ-S-721-5
(June 1933)

(Section IV, Part 5)

G-2b. Shipments shall be marked with the name of the material, the size, class, and the quantity contained therein as defined by the contract or order under which shipment is made, the name of the contractor, and the number of the contract or order.

H. REQUIREMENTS APPLICABLE TO INDIVIDUAL DEPARTMENTS

H-1. The following departmental specifications of the issue in effect on the date of the invitation for bids shall form a part of this specification.

H-1a. Army.—U.S. Army specification No. 100-2.

H-1b. Navy.—Navy Department General Specifications for Inspection of Material together with Appendix II, Metals, copies of which may be obtained without cost upon application to the Bureau of Supplies and Accounts, Navy Department, Washington, D.C. Appendix II (Metals) is applicable, for Navy Department purchases, in lieu of Federal Specification QQ-M-151, referred to in paragraph A-1.

H-2. Navy Department inspection.—The contractor shall furnish all labor and appliances for handling finished material during surface inspection, which will be required for all material on all surfaces. The contractor shall, as far as he may deem practicable, arrange his schedule to roll during day shifts material covered hereby. In the case of material scheduled for night rolling and in the case of material scheduled for day rolling but for which, after receiving notification in sufficient time, the inspector is not present at the time scheduled for rolling, the contractor may proceed with the rolling without prejudice to the acceptance of the material, provided (a) the material is placed aside without shearing or cropping until the arrival of the inspector, with the understanding that the contractor will not be required to hold the material longer than 16 hours; or, (b) if it is impracticable to place the material aside and it is desired to shear or crop it, the contractor may do so, provided he shall match mark the test pieces and the material before shearing. Two overlapping impressions shall be stamped clearly over each intersection between the material and the test piece and between additional test pieces.

I. NOTES

I-1. Material covered by this specification is suitable for the following classes of work, among others: Building columns and girders, roof trusses, mill buildings, light structures, and all work of a similar character in which the live load is largely static or the construction is light or of a commercial character.

I-2. One cubic inch of rolled steel is assumed to weigh 0.2833 pound.

I-3. When specifying material in accordance with this specification, the class or classes (A, B, C, and D) should be definitely stated.

I-4. It is believed that this specification adequately describes the characteristics necessary to secure the desired material, and that normally no samples will be necessary prior to award to determine compliance with this specification. If, for any particular purpose, samples with bids are necessary, they should be specifically asked for in the invitation for bids, and the particular purpose to be served

FEDERAL STANDARD STOCK CATALOG

(Section IV, Part 5)

by the bid sample should be definitely stated, the specification to apply in all other respects.

I-5. This specification governs all United States Government purchases of this commodity. Users are requested to retain this specification in permanent file until a revision is issued.

I-6. Interested parties are advised that an alphabetical index of Federal specifications may be obtained upon application as noted in paragraph next below, price to be obtained from the Superintendent of Documents.

I-7. Copies of this specification, together with Federal Specification QQ-M-151 referred to in paragraph A-1, may be obtained upon application, accompanied by money order, coupon, or cash, to the Superintendent of Documents, Government Printing Office, Washington, D.C. Price of this specification, 5 cents. Price of Federal Specification QQ-M-151, 5 cents.

Notice.—When Government drawings, specifications, or other data are used for any purpose other than in connection with a definitely related Government procurement operation, the United States Government thereby incurs no responsibility or any obligation whatsoever; and the fact that the Government may have formulated, furnished, or in any way supplied the said drawings, specifications, or other data is not to be regarded by implication or otherwise as in any manner licensing the holder or any other person or corporation, or conveying any rights or permission to manufacture, use, or sell any patented invention that may in any way be related thereto.

TABLE I.—*Permissible variations of plates ordered to weight*

Ordered weight (pounds per square foot)	Permissible variations in average weights per square foot of plates for widths given, expressed in percentages of ordered weights									
	Under 48 inches		48 inches to 60 inches, exclusive		60 inches to 72 inches, exclusive		72 inches to 84 inches, exclusive		84 inches to 96 inches, exclusive	
	Over	Un- der	Over	Un- der	Over	Un- der	Over	Un- der	Over	Un- der
Under 5.....	5	3	5.5	3	6	3	7	3		
5 to 7.5, exclusive.....	4.5	3	5	3	5.5	3	6	3		
7.5 to 10, exclusive.....	4	3	4.5	3	5	3	5.5	3	6	3
10 to 12.5, exclusive.....	3.5	2.5	4	3	4.5	3	5	3	5.5	3
12.5 to 15, exclusive.....	3	2.5	3.5	2.5	4	3	4.5	3	5	3
15 to 17.5, exclusive.....	2.5	2.5	3	2.5	3.5	2.5	4	3	4.5	3
17.5 to 20, exclusive.....	2.5	2	2.5	2.5	3	2.5	3.5	2.5	4	3
20 to 25, exclusive.....	2	2	2.5	2	2.5	2.5	3	2.5	3.5	2.5
25 to 30, exclusive.....	2	2	2	2	2.5	2	2.5	2.5	3	2.5
30 to 40, exclusive.....	2	2	2	2	2	2	2.5	2	2.5	2.5
40 or over.....	2	2	2	2	2	2	2	2	2.5	2

NOTE.—The weight per square foot of individual plates shall not vary from the ordered weight by more than $1\frac{1}{2}$ times the amount given in this table.

TABLE I.—Permissible variations of plates ordered to weight—Continued

Ordered weight (pounds per square foot)	Permissible variations in average weights per square foot of plates for widths given, expressed in percentages of ordered weights							
	96 inches to 108 inches, exclusive		108 inches to 120 inches, exclusive		120 inches to 132 inches, exclusive		132 inches or over	
	Over	Under	Over	Under	Over	Under	Over	Under
7.5 to 10, exclusive	7	3	8	3				
10 to 12.5, exclusive	6	3	7	3	8	3	9	3
12.5 to 15, exclusive	5.5	3	6	3	7	3	8	3
15 to 17.5, exclusive	5	3	5.5	3	6	3	7	3
17.5 to 20, exclusive	4.5	3	5	3	5.5	3	6	3
20 to 25, exclusive	4	3	4.5	3	5	3	5.5	3
25 to 30, exclusive	3.5	3	4	3	4.5	3	5	3
30 to 40, exclusive	3	2.5	3.5	3	4	3	4.5	3
40 or over	2.5	2.5	3	2.5	3.5	3	4	3

NOTE.—The weight per square foot of individual plates shall not vary from the ordered weight by more than $1\frac{1}{3}$ times the amount given in this table.

TABLE II.—Permissible overweights of plates ordered to thickness

Ordered thickness (inches)	Permissible excess in average weights per square foot of plates for widths given, expressed in percentages of nominal weights								
	Under 48 inches	48 inches to 60 inches, exclusive	60 inches to 72 inches, exclusive	72 inches to 84 inches, exclusive	84 inches to 96 inches, exclusive	96 inches to 108 inches, exclusive	108 inches to 120 inches, exclusive	120 inches to 132 inches, exclusive	132 inches or over
Under $\frac{1}{8}$	9	10	12	14					
$\frac{1}{8}$ to $\frac{3}{16}$, exclusive	8	9	10	12					
$\frac{3}{16}$ to $\frac{1}{4}$, exclusive	7	8	9	10	12				
$\frac{1}{4}$ to $\frac{5}{16}$, exclusive	6	7	8	9	10	12	14	16	19
$\frac{5}{16}$ to $\frac{3}{8}$, exclusive	5	6	7	8	9	10	12	14	17
$\frac{3}{8}$ to $\frac{7}{16}$, exclusive	4.5	5	6	7	8	9	10	12	15
$\frac{7}{16}$ to $\frac{1}{2}$, exclusive	4	4.5	5	6	7	8	9	10	13
$\frac{1}{2}$ to $\frac{5}{8}$, exclusive	3.5	4	4.5	5	6	7	8	9	11
$\frac{5}{8}$ to $\frac{3}{4}$, exclusive	3	3.5	4	4.5	5	6	7	8	9
$\frac{3}{4}$ to 1, exclusive	2.5	3	3.5	4	4.5	5	6	7	8
1 or over	2.5	2.5	3	3.5	4	4.5	5	6	7

NOTE.—The weight per square foot of individual plates shall not vary from the nominal weight by more than $1\frac{1}{3}$ times the amount given in this table.

FEDERAL STANDARD STOCK CATALOG
(Section IV, Part 5)

TABLE III.—Angles, tees, zees, and channels of bar sizes

Dimensions	Thickness	Variation in weight, over and under
		Percent
Any dimension over 1½ inches-----	Over ¾ inch-----	4
All dimensions 1½ inches and less-----	Over ¾ inch-----	5
Any dimension over 1½ inches-----	¾ inch and less-----	6
All dimensions 1½ inches and less-----	¾ inch and less-----	7

NOTE.—A channel is in “bar” size when its greatest dimension is less than 3 inches. An angle, tee, or zee is in “bar” size when its greatest dimension is less than 3 inches, or when it is 3 inches or more and at the same time the thickness is less than ¼ inch.

TABLE IV.—Rounds (including rivet bars), squares, and hexagons

Size (inches)	Variation in size, inches	
	Under	Over
Up to and including ½-----	0.007	0.007
Over ½, up to and including 1-----	.010	.010
Over 1, up to and including 2-----	¼	½
Over 2, up to and including 3-----	½	¾
Over 3, up to and including 5-----	½	¾
Over 5, up to and including 8-----	¾	1

TABLE V.—Flats

Width of flats (inches)	Variation in width, inches		Variation in thickness of flats, inches			
	Under	Over	¾ inch and under	Over ¾ inch, up to and including ½ inch	Over ½ inch, up to and including 1 inch	Over 1 inch, up to and including 2 inches
Up to and including 1-----	¼	½	0.006	0.008	0.010	-----
Over 1, up to and including 2-----	½	¾	.008	.012	.015	½
Over 2, up to and including 4-----	¾	1	.010	.015	.020	¾
Over 4, up to and including 6-----	1	¾	.010	.015	.020	1

October 28, 1935

Procurement Division,
Public Works Branch,
Treasury Department,
Washington, D. C.

Re: U. S. Mint
Denver, Colorado.

Sir:

We wish to quote as follows from a letter received from our sub-contractor,
THE MIDWEST STEEL & IRON WORKS CO.
with reference to variations in the depth of beams due to rolling tolerances.

"Referring to U. S. Government's sheet 1-405.

"The steel bearing walls between the various compartments of the vault are to be made up of 12 and 14" flange beams placed flange to flange. On the north side of the vault there are ten of these beams and on the south side seven.

"Owing to rolling tolerances, over which we have no control, it is possible that the depths of these beams may consistently over-run, as much as $1/8$ " which would give an accumulated excess of as much as $1-1/4$ " on the north side and $7/8$ " on the south side. The clearances available are about $3/4$ " on the north and $1/2$ " on the south side.

"We will be unable to ascertain the variations in depth of these beams until we have ordered them and placed a number of them in position for measurement, but we are trying to anticipate trouble due to this cause.

"We would like to ask how much, if any, the 5'7" spacing of beams across the corridor, as shown on sheet 1-406, section Y-Y may be decreased if the depths of beams should be such as to exceed the available clearance at the exterior walls of the vault. If the 5'7" dimension must be maintained where may the over-run be adjusted if it is found to exist as we anticipate?"

We would appreciate a prompt answer to the question raised by our sub-contractor's letter regarding these beams.

Very truly yours,

P. J. KIRCHHOFF CONSTRUCTION CO.

431 Woodward Building
Washington, D. C. Office

ANK:ies

CC Job

CC Home Office

CC C.E.

See attached instructions

*Over run on beams
in Vault work -
See Drawing 1-406
sect Y-Y -*

SA'S

November 2, 1935.

F. J. Kirchhof Construction Co.,
700 Lawrence Street,
Denver, Colorado.

Gentlemen:

Reference is made to your contract for construction of the extension to the U. S. Mint, Denver, Colorado, and particularly to your letter of October 28, 1935, stating that due to rolling tolerances the over-run in the depth of the vault beams may exceed the available clearances.

In this connection you are advised that the 5' 7" c. c. of the corridor partitions may vary plus or minus sufficient to allow mill tolerances, using the available clearances to the maximum extent possible.

On the south side of the vault the $3\frac{1}{2}$ " leg of angles adjacent to the wall may be decreased if necessary to effect the intent of the plans.

By direction of the Supervising Engineer.

Respectfully,

Superintendent of
Structural Engineering.

Copy to Constr. Engr.
" " Distr. Engr.
" " F. E. Kaufman

NIGHT LETTER

January 9 1936

General Expenses

Construction Engineer Owens
United States Mint
Denver Colorado

Reference your telegram seventh window grille shop drawing sheet fiftyone submitted by contractors letter sixth approved for general arrangement subject usual requirements and copies sent contractors and you today STOP No objection increasing to nine inches reveals shown full size detail five hundred four as eight and one half inches provided at no additional cost to Government

Supervising Engineer

CONFIRMATION

CC:DE

WEB:sb

DUPLICATE

FORM NO. 2-6-35-200

SHOP ORDER

1/8

1936

THE MIDWEST STEEL & IRON WORKS COMPANY

25 LARIMER STREET, DENVER, COLO.

Order No. 6-51

Ship to

Kirschhof Constn Co

Location

Denver Mint

Via

Truck

Finish

Weld

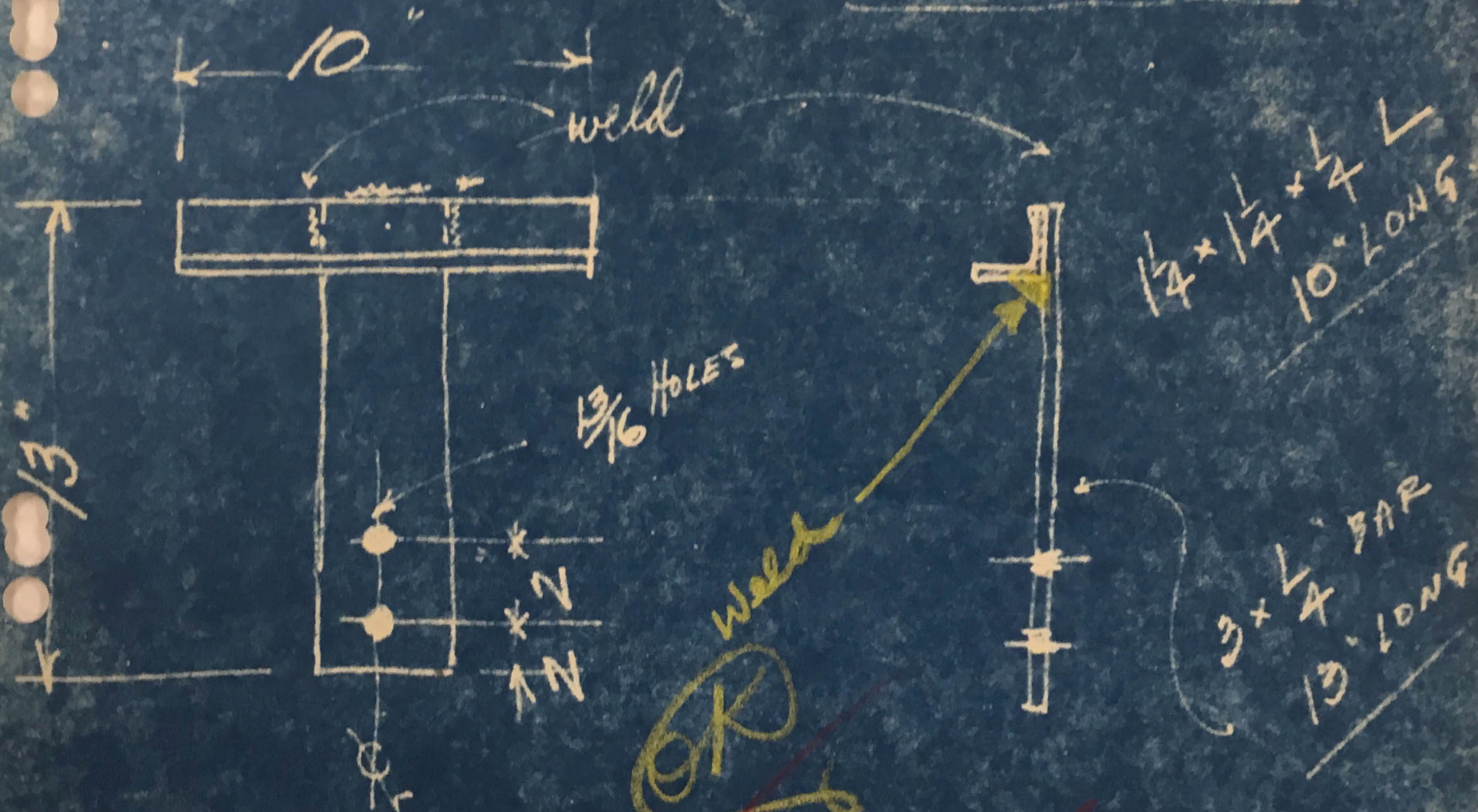
When

THURS

1/9/36

100 - INSERTS - FOR 2ND FL. SLAB.

SEE SPEC. PAR. 147.



MR OWENS

Final

Completion Date

Sent Out

DENVER, COLO., MINT

Procurement Division, Pub. Wks. Br.

"GENERAL EXPENSES"

FW - SA'S

January 10, 1936.

Construction Engineer Owens,
United States Mint,
Denver, Colorado.

Your wire eighth Denver Colorado Mint considered satisfactory compliance contract requirements use three-quarter inch rivets sufficient number provide strength equivalent to seven-eighths inch rivets shown.

Supt. Structural Engineering.

Confirmation mailed:

Copy to Distr. Engr.

Signal Corps, United States Army

Received at

c3-9501 U. S. GOVERNMENT PRINTING OFFICE: 1928

23WVB WA 59 TRSY 1 EX NITE

19

WASHINGTON DC 424P JAN 9 1936

CONSTRUCTION ENGINEER OWENS

US MINT DENVER COLO

REFERENCE YOUR TELEGRAM SEVENTH WINDOW GRILLE SHOP DRAWING SHEET FIFTY
ONE SUBMITTED BY CONTRACTORS LETTER SIXTH APPROVED FOR GENERAL ARRANGEMENTS
SUBJECT USUAL REQUIREMENTS AND COPIES SENT CONTRACTORS AND YOU TODAY
S P NO OBJECTION INCREASING TO NINE INCHES REVEALS SHOWN FULL SIZE
DETAIL FIVE HUNDRED FOUR AS EIGHT AND ONE HALF INCHES
PROVIDED AT NO ADDITIONAL COST TO GOVERNMENT

NEAL A MELICK

433P

PHONED 910A JAN 10 FH/

PHONED 125P JAN 10 MALISCH/

RADIOGRAM

WASHINGTON, D. C.
JANUARY 9, 1936
4.24 P:M.

CONSTRUCTION ENGINEER OWENS
% UNITED STATES MINT
DENVER, COLORADO

REFERENCE YOUR TELEGRAM 7TH. WINDOW GRILL SHOP DRAWING SHEET 51
SUBMITTED BY CONTRACTORS LETTER 6TH APPROVED FOR GENERAL ARRANGEMENT SUBJECT
TO USUAL REQUIREMENTS AND COPY SENT CONTRACTOR AND YOU TODAY. NO OBJECTION
INCREASING TO 9" THE REVEALS SHOWN FULL SIZE DETAIL 504 AS 8½", PROVIDED NO
ADDITIONAL COST TO GOVERNMENT.

NEAL A. MELLICK

RECEIVED
JANUARY 10, 1936
9:10 A. M.

January 9, 1936.

SE-6-B

F. J. Kirchhof Construction Co.,
Seventh & Lawrence Streets,
Denver, Colorado.

Gentlemen:

Shop drawing sheet 51 of window grilles by The Midwest Steel and Iron Works Company, submitted by your letter of January 6 on the above captioned project, has been approved for general arrangement subject to specification requirements and as noted on the drawing and given office No.1-622.

One print of the drawing is returned herewith, one print is being sent the Construction Engineer with a copy of this letter and one print is being retained in this office.

By direction of the Supervising Engineer.

Very truly yours,

Superintendent of Project Management.

CC:CE

CC:DE

CC:Mr. Frank E. Kaufman, 431 Woodward Bldg., Washington, D.C.

WEB:sb

Signal Corps, United States Army

Received at

c8-0501 U. S. GOVERNMENT PRINTING OFFICE: 1928

19

12WVB B 27TRSY

WASHN DC 355P JAN 10

ENGR OWENS

U S MINT

DENVER COLO

YOUR WIRE EIGHTH DENVER COLORADO MINT CONSIDERED SATISFACTORY
COMPLIANCE CONTRACT REQUIREMENTS USE THREE QUARTER INCH RIVETS
SUFFICIENT NUMBER PROVIDE STRENGTH EQUIVALENT TO SEVEN EIGHTHS
INCH RIVETS SHOWN

BROOKS

233P

*Phind 2400
Bd
10d*

RADIOGRAM

WASHINGTON, D. C.
JANUARY 10, 1936
3:55 P.M.

CONSTRUCTION ENGINEER OWENS
% UNITED STATES MINT
DENVER, COLORADO

YOUR WIRE 8TH DENVER COLORADO MINT. CONSIDERED SATISFACTORY
COMPLIANCE WITH CONTRACT REQUIREMENTS USE $3/4$ " RIVETS SUFFICIENT
NUMBER PROVIDE STRENGTH EQUIVALENT TO $7/8$ " RIVETS SHOWN.

BROOKS.

RECEIVED
JANUARY 10, 1936
2:50 P.M.



OFFICE OF
CONSTRUCTION ENGINEER

TREASURY DEPARTMENT

PROCUREMENT DIVISION

PUBLIC WORKS BRANCH

FIELD FORCE

Denver, Cpld.
Jan. 8th-36
1.P.M.

Radiogram- Nite message:

To Supervising Engineer,
Public Works Branch,
Procurement Division,
Washington, D.C.

Reference to typical section through Steel
Wall, Sub Basement Vault Drawing one Dash Four Hundred
and Seven. Stop.

Fabricator cant shop drive ^{satisfactory} seven eights rivets
through flanges of fourteen inch columns. stop.

Lack of head room to set up sections of columns
shop driven. stop.

Contractor requests in lieu of nine seven
eights rivets spaced seven and one half inches Midwest Steel
sheet sixty four. ~~stop~~

The use of three quarter rivets respacing and
compensating for origional equivalent. Stop

The change absolutely necessary for satisfactory
rivets. Stop

Wire answer that revised drawing may be submitted.

James D. Owens,
Construction Engineer.

" Official Business"

Government rate, collect,
Procurement Division, Washington, D.C.

Denver, Colo.
Jan. 8th-36
1.P.M.

Radiogram- Nite message:

To Supervising Engineer,
Public Works Branch,
Procurement Division,
Washington, D.C.

Reference to typical section through Steel
Wall, Sub Basement Vault Drawing one Dash Four Hundred
and Seven. Stop.

Fabricator cant shop drive ^{satisfactory} seven eights rivets
through flanges of fourteen inch columns. stop.

Lack of head room to set up sections of columns
shop driven. stop.

Contractor requests in lieu of nine seven
eights rivets spaced seven and one half inches Midwest Steel
sheet sixty four. **Stop**

The use of three quarter rivets respacing and
compensating for origional equivalent. Stop

The change absolutely necessary for satisfactory
rivets. Stop

Wire answer that revised drawing may be submitted.

James D. Owens,
Construction Engineer.

" Official Business"

Government rate, collect,
Procurement Division, Washington, D.C.

DENVER, COLO., MINT.



TREASURY DEPARTMENT

WASHINGTON

PROCUREMENT DIVISION
PUBLIC WORKS BRANCH

January 17, 1936.

IN REPLYING QUOTE THE ABOVE SUB-
JECT, BUILDING, AND THESE LETTERS PW- SE-6-B

Construction Engineer Owens,
United States Mint,
Denver, Colorado.

Sir:

With reference to your letter of January 3, 1936 relative to wall bearing of second floor beams, office telegram of December 16 read as follows:

"Reference your letter December seventh Denver Mint condition described provided for on contract drawing one dash four hundred two section E E STOP No change considered essential STOP Not believed permitting window remain between rolling and cutting room and coining room would improve natural light condition STOP You directed following contract drawings."

You are advised that the distance from the top of the light steel lintel, directly above doorway No. 101, to the underside of the 20" grillage beams is such that the load from the 33" beam will be distributed to the new brick jambs without either imposing an excessive load on the light lintel, or necessitating a transfer of the load to the old masonry. Therefore no change in instructions in telegram of December 16 is considered necessary.

Very truly yours,

Neal A. Melick
Supervising Engineer.

PW-S-

Owens,
U.S. Mint, Denver, Colo.

Denver, Colo.
January 3 rd. 1936

Supervising Engineer,
Public Works Branch,
Procurement Division,
Federal Warehouse,
Washington, D.C.

Sir:-

Reference to my letter of Dec. 7th-35 about wall bearing for 2nd floor beams of the U.S. Mint Addition, Denver, Colo. and your radiogram answer Dec. 16 th- 35 rejecting the proposed arrangements.

The first two words in the second sentence of your message is not fully understood , copy attached.

Section E.E. on contract drawing No.1-400-2 and the door lintel as detailed was clear enough at the time I wrote you of the condition, but as I explained; considered inadequate for the support of the 33" WF-125 beam and the 14"-WF-pit beam resting just below it and framed into the 20" grillage bearing of the 33" beam, after the stone arch of the 1st. floor window was destroyed in obtaining a seat for the grillage.

The beams refered in this connection are shown contract drawing No.1-402- 33"WF-125 and 14"WF-30# and shop drawings, sheet No.3 and numbered as 239 &244. All to be installed over door way No.101-

As explained, the bearing for these beams fell directly on the keystone of the 1st. floor window arch, Said window by the plans is to be bricked up and form door way No. 101. 20" grillage, as detailed, would ~~destroy the stone window arch~~ as far as bearing was concerned; consequently the beam loads would then have to be supported by the light lintel as provided by Sec.E-E and the brick work from top of lintel to the bottom of the grillage bearing.

Please review the sections and conditions as outlined and notify me at your earliest convenience if you are satisfied with the arching effect of the brick work as mentioned for support of these beams.

Respectfully,
Construction Engineer.

PW-S-

Denver, Colo.
December- 7th-35

James D. Owens,
U.S. Mint,
Denver, Colo.

Supervising Engineer,
Public Works Branch,
Procurement Division,
Washington, D.C.

Sir.-

Reference to the contract with F.J. Kirchof Construction Co, for the erection of the U.S. Mint Addition, Denver, Colo. and especially to the Structural Steel framing where it is to bear on the wall of the old Building.

The bearing for the second floor beam No.239 falls directly on the keystone of 1st. floor window arch, located in So. Wall of old Blding.

To cut out for beam and gillage bearing, will practically destroy the Stone Arch.

As designed the old window opening is to be bricked up and form a new door way 5'-0" X 7'-0".

To provide adequate bearing for beam, it is proposed to provide suitable lintel at new door head below, to compensate for the destroyed arch.

Attached herewith is a crude sketch, illustrating the relative position of 2nd. story beams to the old window and new lintell to be furnished as an addition to the contract.

The additional cost of the new lintel will be around \$110.00 in place.

Please check over scheme and notify by wire what will meet your requirments, so that erection may proceed.

The old window east of door way No. 104 Beam No.233 (27 WF-91.) seats directly on the keystone of the arch and Custodian wants to leave this window open so as obtain as much light thru New Window No.1 of 1 in new east wall as possible.

--- Page 2- Nov. 7th- 1935-

Const. Eng. Owens to Supervising Eng.

If the brick plugging of this window is to be left out, it will be necessary to provide a substantial lintel at a high level with bearing on the skew backs and plug from the lintel up with the stone arch with brick.

If such an arrangement would meet with your approval, please advise type and location of lintel you would require.

Respectfully,

James D. Owens,

Construction Engineer.

PW-S-

Denver, Colo.
December- 7th-35

James D. Owens,
U.S. Mint,
Denver, Colo.

Supervising Engineer,
Public Works Branch,
Procurement Division,
Washington, D.C.

Sir.-

Reference to the contract with F.J. Kirchof Construction Co, for the erection of the U.S. Mint Addition, Denver, Colo. and especially to the Structural Steel framing where it is to bear on the wall of the old Building.

The bearing for the second floor beam No.239 falls directly on the keystone of 1st. floor window arch, located in So. Wall of old Blding.

To cut out for beam and gillage bearing, will practically destroy the Stone Arch.

As designed the old window opening is to be bricked up and form a new door way 5'-0" X 7'-0".

To provide adequate bearing for beam, it is proposed to provide suitable lintel at new door head below, to compensate for the destroyed arch.

Attached herewith is a crude sketch, illustrating the relative position of 2nd. story beams to the old window and new lintell to be furnished as an addition to the contract.

The additional cost of the new lintel will be around \$110.00 in place.

Please check over scheme and notify by wire what will meet your requirments, so that erection may proceed.

One old window east of door way No. 1048 Beam No.233 (27" WF-91.) seats directly on the keystone of the arch and Custodian wants to leave this window open so as obtain as much light thru New Window No.1 of 1 in new east wall as possible.

--- Page 2- Nov. 7th- 1935-

Const. Eng. Owens to Supervising Eng.

If the brick plugging of this window is to be left out, it will be necessary to provide a substantial lintel at a high level with bearing on the skew backs and plug from the lintel up to the stone arch with brick.

If such an arrangement would meet with your approval, please advise type and location of lintel you would require.

Respectfully,

James D. Owens,

Construction Engineer.

Signal Corps, United States Army

Received at

c3-9501 U. S. GOVERNMENT PRINTING OFFICE: 1928

3WVB B 53TRSY 1EX NITE

WASHN DC 5P DEC 16/17 1935

19

CONSTRUCTION ENGRNOWENS

U S MINT DENVER COLO

REF YOUR LETTER DECEMBER SEVENTH DENVER MINT CONDITION DISCHARGED
PROVIDED FOR ON CONTRACT DRAWING ONE DASH FOUR HUNDRED TWO
SECTION E E STOP NO CHANGE CONSIDERED ESSENTIAL STOP NOT BELIEVED
PERMITTING WINDOW REMAIN BETWEEN ROLLING AND CUTTING ROOM AND COINING
ROOM WOULD IMPROVE NATURAL LIGHT CONDITION STOP YOU DIRECTED FOLLOWX
CONTRACT DRAWINGS

MELICK

843A

PHONED 846A DEC 17 FH/

NIGHT

December 16 1935

General Expenses

Construction Engineer Owens
United States Mint
Denver Colorado

Reference your letter December seventh Denver Mint condition described provided for on contract drawing one dash four hundred two section E E STOP No change considered essential STOP Not believed permitting window remain between rolling and cutting room and coining room would improve natural light condition STOP You directed follow contract drawings

Supervising Engineer

CONFIRMATION

CC:DE

WEB:sb

Denver, Colo., Mint, Addition.



TREASURY DEPARTMENT

WASHINGTON

PROCUREMENT DIVISION
PUBLIC WORKS BRANCH

December 2, 1935.

IN REPLYING QUOTE THE ABOVE SUB-
JECT, BUILDING, AND THESE LETTERS PW- SA-S

Construction Engineer Owens,
United States Mint,
Denver, Colorado.

Sir:

Receipt is acknowledged of your letter of November 21, 1935, reporting on the shop inspection of the structural steel for the ~~Post Office Building~~, Denver, Colorado, Mint.

You are advised that in view of the data supplied by the report submitted, the steel involved may be accepted for use in connection with this project.

By direction of the Supervising Engineer:

Respectfully,

Superintendent of
Structural Engineering

cc: Distr. Engr.

Mint Job -
Classes "A-C"
QQ-S-721

JUNE 6, 1933

SUPERSEDING

F.S. No. 352a

March 15, 1929

FEDERAL STANDARD STOCK CATALOG

Section IV

(Part 5)

FEDERAL SPECIFICATION

FOR

STEEL; STRUCTURAL, (FOR) BUILDINGS

This specification was approved for promulgation by the Federal Specifications Board on June 6, 1933, for the use of the departments and independent establishments of the Government in the purchase of this commodity, and shall become mandatory for all departments and independent establishments of the Government not later than January 1, 1934. It may be put into effect, however, at any earlier date, after promulgation.

A. APPLICABLE FEDERAL SPECIFICATIONS

A-1. Federal Specification QQ-M-151, General Specification for Metals, of the issue in effect on the date of the invitation for bids, shall form a part of this specification.

A-2. Special requirements of the individual departments of the Government are noted under section H.

B. CLASSES

B-1. Structural steel for buildings shall be of one of the following classes, as may be specified:

Class A. Structural steel, noncopper.

Class B. Structural steel, copper.

Class C. Rivet steel, noncopper.

Class D. Rivet steel, copper.

C. MATERIAL AND WORKMANSHIP

C-1. Unless otherwise specified and except as noted in paragraph C-2, steel shall be made by either the bessemer or open-hearth process.

C-2. Rivet steel and steel for plates or shapes more than $\frac{3}{4}$ inch thick, which are to be punched, shall be made by the open-hearth process.

C-3. The finished material shall be free from welds and injurious defects, and shall have a workmanlike finish.

D. GENERAL REQUIREMENTS

D-1. Structural shapes except of bar sizes.—The cross section (or sectional area) or weight of each piece shall not vary more than 2.5 percent from that specified.

D-2. Structural shapes of bar sizes.—The weight of each piece shall not vary from the specified weight more than the amount given in table III.

D-3. Rolled-edge plates.—Each plate up to and including 36 inches in width shall not vary more than 2.5 percent from the cross section (or sectional area) or weight specified; rolled-edge plates more than 36 inches in width shall conform to the limits given in paragraph D-4 for sheared plates.

D-4. Sheared plates.—The weight of each lot in each shipment of rectangular plates shall not vary from the limits given in table I when ordered to weight, and from the limits given in table II when ordered to thickness. The thickness of each plate shall not vary more than 0.01 inch under that ordered. The term lot, as applied to table I, means all of the plates of each group width and group weight; as applied to table II, it means all of the plates of each group width and group thickness.

D-5. Rounds (including rivet bars), squares, and hexagons.—No piece shall vary from the limits given in table IV.

D-6. Flats.—No piece shall vary from the limits given in table V.

E. DETAIL REQUIREMENTS

E-1. Chemical composition.—

E-1a. The amounts of phosphorus and sulphur shall not exceed the following:

	Classes A and B, structural steel	Classes C and D, rivet steel
Phosphorus:	Percent	Percent
Bessemer	0.125	0.070
Open-hearth	.070	.070
Sulphur		

E-1b. Copper steel (classes B and D) shall contain not less than 0.20 percent copper.

E-2. Manufacturers' analyses.—For bessemer steel, the manufacturer shall furnish determinations for manganese, phosphorus, and sulphur representing the average of the melts applied for each 12-hour period; and for each melt a carbon determination and, when copper steel (classes B and D) is specified, a copper determination.

For open-hearth steel, the manufacturer shall furnish for each melt carbon, manganese, phosphorus, and sulphur determinations, and, when copper steel (classes B and D) is specified, a copper determination.

E-3. Tensile properties.—

E-3a. The material shall conform to the following requirements as to tensile properties:

Properties considered	Classes A and B, structural steel	Classes C and D, rivet steel
Tensile strength, pounds per square inch.....	55,000-65,000.....	46,000-56,000.
Yield point, minimum, pounds per square inch..	0.5 tensile strength..	0.5 tensile strength.
But in no case less than.....	30,000.....	25,000.
Elongation in 8 inches, minimum, percent.....	$\frac{1,400,000^1}{\text{tensile strength}}$	$\frac{1,400,000}{\text{tensile strength}}$
Elongation in 2 inches, minimum, percent.....	22.....	

¹ See section E-4.

E-3b. The yield point shall be determined by the drop of the beam of the testing machine.

E-4. Modification in elongation.—

E-4a. For structural steel more than $\frac{3}{4}$ inch thick, a deduction of 0.25 percent from the percentage of elongation in 8 inches specified in paragraph E-3a shall be made for each increase of $\frac{1}{32}$ inch of the specified thickness above $\frac{3}{4}$ inch, to a minimum of 18 percent.

E-4b. For structural steel less than $\frac{5}{16}$ inch thick, a deduction of 1.25 percent from the percentage of elongation in 8 inches specified in paragraph E-3a shall be made for each decrease of $\frac{1}{32}$ inch of the specified thickness less than $\frac{5}{16}$ inch.

F. METHODS OF SAMPLING, INSPECTION, AND TESTS

F-1. Number of tests.—One tension and one bend test shall be made from each melt, unless the finished material from a melt is greater than 25 short tons, in which case one tension and one bend test shall be made for each 25 tons or fraction thereof. If, however, material from one melt differs $\frac{3}{8}$ inch or more in thickness, the thickest and thinnest material rolled shall each be represented by at least one tension and one bend test. Plates and flats $\frac{3}{16}$ inch and less in thickness and shapes less than 1 square inch in section shall not be subjected to tension tests.

F-2. Test specimens.—

F-2a. Unless specified otherwise, test specimens shall be taken longitudinally as approved by the inspector and, except as specified in paragraphs F-2f, F-2g, and F-2h, shall be of the full thickness or section of material as rolled.

F-2b. Test specimens shall be prepared for testing from the material in its rolled or forged condition, except as specified in paragraphs F-2c and F-2d.

F-2c. Test specimens for annealed material shall be prepared from the material as annealed for use.

F-2d. Test specimens for rivet bars which have been cold drawn shall be normalized before testing.

F-2e. Test specimens for plates, shapes, and flats may be machined to conform to type 2 of Federal Specification QQ-M-151, General Specification for Metals, or with both edges parallel.

F-2f. Tension-test specimens for material more than $1\frac{1}{2}$ inches in thickness or diameter, except pins and rollers, may be machined to a thickness or diameter of not less than $\frac{3}{4}$ inch for a length of not less than 9 inches, or they may conform to type 1 of Federal Specification QQ-M-151—General Specification for Metals.

F-2g. Bend-test specimens for material more than $1\frac{1}{2}$ inches in thickness or diameter, except pins and rollers, may be machined to a thickness or diameter of not less than $\frac{3}{4}$ inch or to 1 by $\frac{1}{2}$ inch in section.

F-2h. Tension-test specimens for pins and rollers shall conform to type 1 of Federal Specification QQ-M-151, General Specification for Metals, and bend-test specimens shall be 1 by $\frac{1}{2}$ inch in section.

F-2i. For bars more than $1\frac{1}{2}$ inches in thickness or diameter, other than flats, when not tested in the full section as rolled, the tension-test specimens shall be taken so that the axis shall be at a point one half the distance between the center and the surface of the bar.

F-2j. The machined sides of rectangular bend-test specimens may have the corners rounded to a radius of not more than $\frac{1}{16}$ inch.

F-3. Bend tests.—

F-3a. Test specimens, except as specified in paragraph F-3b, shall bend cold through 180° without cracking on the outside of the bent portion, as follows: For material $\frac{3}{4}$ inch or less in thickness, flat on itself; for material more than $\frac{3}{4}$ inch to and including $1\frac{1}{4}$ inches in thickness, around a pin the diameter of which is equal to the thickness of the specimen; and for material more than $1\frac{1}{4}$ inches in thickness, around a pin the diameter of which is equal to twice the thickness of the specimen.

F-3b. Test specimens for rivet steel shall bend cold through 180° , flat on themselves, without cracking on the outside of the bent portion.

G. PACKING AND MARKING

G-1. Packing.—Steel shall be packed in a manner such as to insure acceptance by common or other carriers, for safe transportation, at the lowest rate, to the point of delivery. Rivet and lattice bars and other small sections, when loaded for shipment, shall be properly separated.

G-2. Marking.—

G-2a. The name or brand of the manufacturer and the melt number shall be legibly stamped or rolled on all finished material, except that rivet and lattice bars and other small sections, required by paragraph G-1 to be properly separated, shall be marked for identification. Identification marks shall be legibly stamped on the end of each pin and roller.

G-2b. Shipments shall be marked with the name of the material, the size, class, and the quantity contained therein as defined by the contract or order under which shipment is made, the name of the contractor, and the number of the contract or order.

H. REQUIREMENTS APPLICABLE TO INDIVIDUAL DEPARTMENTS

H-1. The following departmental specifications of the issue in effect on the date of the invitation for bids shall form a part of this specification.

H-1a. Army.—U.S. Army specification No. 100-2.

H-1b. Navy.—Navy Department General Specifications for Inspection of Material together with Appendix II, Metals, copies of which may be obtained without cost upon application to the Bureau of Supplies and Accounts, Navy Department, Washington, D.C. Appendix II (Metals) is applicable, for Navy Department purchases, in lieu of Federal Specification QQ-M-151, referred to in paragraph A-1.

H-2. Navy Department inspection.—The contractor shall furnish all labor and appliances for handling finished material during surface inspection, which will be required for all material on all surfaces. The contractor shall, as far as he may deem practicable, arrange his schedule to roll during day shifts material covered hereby. In the case of material scheduled for night rolling and in the case of material scheduled for day rolling but for which, after receiving notification in sufficient time, the inspector is not present at the time scheduled for rolling, the contractor may proceed with the rolling without prejudice to the acceptance of the material, provided (a) the material is placed aside without shearing or cropping until the arrival of the inspector, with the understanding that the contractor will not be required to hold the material longer than 16 hours; or, (b) if it is impracticable to place the material aside and it is desired to shear or crop it, the contractor may do so, provided he shall match mark the test pieces and the material before shearing. Two overlapping impressions shall be stamped clearly over each intersection between the material and the test piece and between additional test pieces.

I. NOTES

I-1. Material covered by this specification is suitable for the following classes of work, among others: Building columns and girders, roof trusses, mill buildings, light structures, and all work of a similar character in which the live load is largely static or the construction is light or of a commercial character.

I-2. One cubic inch of rolled steel is assumed to weigh 0.2833 pound.

I-3. When specifying material in accordance with this specification, the class or classes (A, B, C, and D) should be definitely stated.

I-4. It is believed that this specification adequately describes the characteristics necessary to secure the desired material, and that normally no samples will be necessary prior to award to determine compliance with this specification. If, for any particular purpose, samples with bids are necessary, they should be specifically asked for in the invitation for bids, and the particular purpose to be served

by the bid sample should be definitely stated, the specification to apply in all other respects.

I-5. This specification governs all United States Government purchases of this commodity. Users are requested to retain this specification in permanent file until a revision is issued.

I-6. Interested parties are advised that an alphabetical index of Federal specifications may be obtained upon application as noted in paragraph next below, price to be obtained from the Superintendent of Documents.

I-7. Copies of this specification, together with Federal Specification QQ-M-151 referred to in paragraph A-1, may be obtained upon application, accompanied by money order, coupon, or cash, to the Superintendent of Documents, Government Printing Office, Washington, D.C. Price of this specification, 5 cents. Price of Federal Specification QQ-M-151, 5 cents.

Notice.—When Government drawings, specifications, or other data are used for any purpose other than in connection with a definitely related Government procurement operation, the United States Government thereby incurs no responsibility or any obligation whatsoever; and the fact that the Government may have formulated, furnished, or in any way supplied the said drawings, specifications, or other data is not to be regarded by implication or otherwise as in any manner licensing the holder or any other person or corporation, or conveying any rights or permission to manufacture, use, or sell any patented invention that may in any way be related thereto.

TABLE I.—*Permissible variations of plates ordered to weight*

Ordered weight (pounds per square foot)	Permissible variations in average weights per square foot of plates for widths given, expressed in percentages of ordered weights									
	Under 48 inches		48 inches to 60 inches, exclusive		60 inches to 72 inches, exclusive		72 inches to 84 inches, exclusive		84 inches to 96 inches, exclusive	
	Over	Under	Over	Under	Over	Under	Over	Under	Over	Under
Under 5.....	5	3	5.5	3	6	3	7	3		
5 to 7.5, exclusive.....	4.5	3	5	3	5.5	3	6	3		
7.5 to 10, exclusive.....	4	3	4.5	3	5	3	5.5	3	6	3
10 to 12.5, exclusive.....	3.5	2.5	4	3	4.5	3	5	3	5.5	3
12.5 to 15, exclusive.....	3	2.5	3.5	2.5	4	3	4.5	3	5	3
15 to 17.5, exclusive.....	2.5	2.5	3	2.5	3.5	2.5	4	3	4.5	3
17.5 to 20, exclusive.....	2.5	2	2.5	2.5	3	2.5	3.5	2.5	4	3
20 to 25, exclusive.....	2	2	2.5	2	2.5	2.5	3	2.5	3.5	2.5
25 to 30, exclusive.....	2	2	2	2	2.5	2	2.5	2.5	3	2.5
30 to 40, exclusive.....	2	2	2	2	2	2	2.5	2	2.5	2.5
40 or over.....	2	2	2	2	2	2	2	2	2.5	2

NOTE.—The weight per square foot of individual plates shall not vary from the ordered weight by more than $1\frac{1}{3}$ times the amount given in this table.

FEDERAL STANDARD STOCK CATALOG

QQ-S-721-7

(June 1933)

(Section IV, Part 5)

TABLE I.—*Permissible variations of plates ordered to weight—Continued*

Ordered weight (pounds per square foot)	Permissible variations in average weights per square foot of plates for widths given, expressed in percentages of ordered weights							
	96 inches to 108 inches, exclusive		108 inches to 120 inches, exclusive		120 inches to 132 inches, exclusive		132 inches or over	
	Over	Under	Over	Under	Over	Under	Over	Under
7.5 to 10, exclusive.....	7	3	8	3	8	3	9	3
10 to 12.5, exclusive.....	6	3	7	3	8	3	9	3
12.5 to 15, exclusive.....	5.5	3	6	3	7	3	8	3
15 to 17.5, exclusive.....	5	3	5.5	3	6	3	7	3
17.5 to 20, exclusive.....	4.5	3	5	3	5.5	3	6	3
20 to 25, exclusive.....	4	3	4.5	3	5	3	5.5	3
25 to 30, exclusive.....	3.5	3	4	3	4.5	3	5	3
30 to 40, exclusive.....	3	2.5	3.5	3	4	3	4.5	3
40 or over.....	2.5	2.5	3	2.5	3.5	3	4	3

NOTE.—The weight per square foot of individual plates shall not vary from the ordered weight by more than $1\frac{1}{3}$ times the amount given in this table.

TABLE II.—*Permissible overweights of plates ordered to thickness*

Ordered thickness (inches)	Permissible excess in average weights per square foot of plates for widths given, expressed in percentages of nominal weights								
	Under 48 inches	48 inches to 60 inches, exclusive	60 inches to 72 inches, exclusive	72 inches to 84 inches, exclusive	84 inches to 96 inches, exclusive	96 inches to 108 inches, exclusive	108 inches to 120 inches, exclusive	120 inches to 132 inches, exclusive	132 inches or over
Under $\frac{1}{8}$	9	10	12	14					
$\frac{1}{8}$ to $\frac{3}{16}$, exclusive.....	8	9	10	12					
$\frac{3}{16}$ to $\frac{1}{4}$, exclusive.....	7	8	9	10	12				
$\frac{1}{4}$ to $\frac{5}{16}$, exclusive.....	6	7	8	9	10	12	14	16	19
$\frac{5}{16}$ to $\frac{3}{8}$, exclusive.....	5	6	7	8	9	10	12	14	17
$\frac{3}{8}$ to $\frac{7}{16}$, exclusive.....	4.5	5	6	7	8	9	10	12	15
$\frac{7}{16}$ to $\frac{1}{2}$, exclusive.....	4	4.5	5	6	7	8	9	10	13
$\frac{1}{2}$ to $\frac{5}{8}$, exclusive.....	3.5	4	4.5	5	6	7	8	9	11
$\frac{5}{8}$ to $\frac{3}{4}$, exclusive.....	3	3.5	4	4.5	5	6	7	8	9
$\frac{3}{4}$ to 1, exclusive.....	2.5	3	3.5	4	4.5	5	6	7	8
1 or over.....	2.5	2.5	3	3.5	4	4.5	5	6	7

NOTE.—The weight per square foot of individual plates shall not vary from the nominal weight by more than $1\frac{1}{3}$ times the amount given in this table.

FEDERAL STANDARD STOCK CATALOG
(Section IV, Part 5)

TABLE III.—Angles, tees, zeos, and channels of bar sizes

Dimensions	Thickness	Variation in weight, over and under
		Percent
Any dimension over 1½ inches.....	Over ¾ inch.....	4
All dimensions 1½ inches and less.....	Over ¾ inch.....	5
Any dimension over 1½ inches.....	¾ inch and less.....	6
All dimensions 1½ inches and less.....	¾ inch and less.....	7

NOTE.—A channel is in "bar" size when its greatest dimension is less than 3 inches. An angle, tee, or zee is in "bar" size when its greatest dimension is less than 3 inches, or when it is 3 inches or more and at the same time the thickness is less than ¼ inch.

TABLE IV.—Rounds (including rivet bars), squares, and hexagons

Size (inches)	Variation in size, inches	
	Under	Over
Up to and including ½.....	0.007	0.007
Over ½, up to and including 1.....	.010	.010
Over 1, up to and including 2.....	¼	½
Over 2, up to and including 3.....	½	¾
Over 3, up to and including 5.....	¾	1
Over 5, up to and including 8.....	1	1½

TABLE V.—Flats

Width of flats (inches)	Variation in width, inches		Variation in thickness of flats, inches			
	Under	Over	¾ inch and under	Over ¾ inch, up to and including ½ inch	Over ½ inch, up to and including 1 inch	Over 1 inch, up to and including 2 inches
Up to and including 1.....	¼	½	0.006	0.008	0.010	-----
Over 1, up to and including 2.....	½	¾	.008	.012	.015	½
Over 2, up to and including 4.....	¾	1	.010	.015	.020	¾
Over 4, up to and including 6.....	1	1½	.010	.015	.020	1

October 24, 1935.

SA-S

F. J. Kirchhof Construction Co.,
700 Lawrence Street,
Denver, Colorado.

Gentlemen:

REFERENCE IS MADE TO YOUR CONTRACT FOR THE CONSTRUCTION OF THE POST OFFICE BUILDING ~~Mint Extension,~~ ~~XXXXXXXXXXXXXXXXXXXX~~ Denver, Colorado, AND PARTICULARLY, TO THE CERTIFIED COPIES OF MILL TEST REPORTS COVERING THE ~~reinforcing steel~~ Constr. Engr's FOR THIS PROJECT, FORWARDED WITH YOUR LETTER OF ~~XXXX~~ October 18, 1935.

IN THIS CONNECTION YOU ARE ADVISED THAT THE TEST REPORTS SUBMITTED ARE SATISFACTORY TO THIS OFFICE AND THAT THE STEEL COVERED BY THESE REPORTS MAY BE USED IN CONNECTION WITH THIS BUILDING.

BY DIRECTION OF THE SUPERVISING ENGINEER.

RESPECTFULLY,

SUPERINTENDENT,
STRUCTURAL-ENGINEERING SECTION.

cc: District Engineer
cc: Construction Engineer
cc: SE:PM

tl.

UNITED STATES GOVERNMENT
MASTER SPECIFICATION
FOR
BARS, REINFORCEMENT, CONCRETE.

FEDERAL SPECIFICATIONS BOARD

SPECIFICATION NO. 350a.

Revision Promulgated March 25, 1929.
Supersedes F.S.B. Spec. No. 350.

This specification covers four
types of concrete reinforcement bars,
as follows:

Plain; Deformed; Hot Twisted; and
Cold Twisted.

This specification was officially
promulgated by the Federal Specifications
Board on November 30, 1925, for the use of
the Departments and Independent Establish-
ments of the Government in the purchase of
concrete reinforcement bars.

The technical requirements of this
revision of this specification shall become
mandatory for all Departments and Independent
Establishments of the Government not later than
June 25, 1929. They may be put into effect
however, at any earlier date, after promulgation.

Note:- Copies of this specification may be obtained from
the Federal Specifications Board, care Bureau of Standards,
Washington, D. C.

UNITED STATES GOVERNMENT

MASTER SPECIFICATION

FOR

BARS, REINFORCEMENT, CONCRETE.

I. GENERAL SPECIFICATIONS.

United States Government General Specification for Metals, Federal Specifications Board specification No. 339, in effect on date of invitation for bids, shall form part of this specification.

II. TYPES, GRADES, AND CLASSES.

1. Concrete reinforcement bars shall be of four types:

- A. Plain
- B. Deformed
- C. Hot twisted
- D. Cold twisted.

2. Concrete reinforcement bars shall be of four grades:

- 1. Structural - billet steel
- 2. Intermediate - billet steel
- 3. Hard - billet steel.
- 4. Hard - rail steel.

3. Concrete reinforcement bars shall be of ~~three~~ classes:

- a. Open hearth steel - basic.
- b. Open hearth steel - acid.
- c. Bessemer steel.

III. MATERIAL AND WORKMANSHIP.

The finished material shall be free from injurious defects and shall have a workmanlike finish.

IV. GENERAL REQUIREMENTS.

1. Bars of grades 1, 2 and 3 shall be rolled only from billets. Bars of grade 4 shall be rolled only from standard section Tee rails.

2. Cold twisted bars shall be twisted cold and hot twisted bars shall be twisted hot. Each shall have one complete twist in a length of not over 12 times the thickness of the bar.

3. Permissible Variations. - The weight of any lot of bars shall not vary more than 5 per cent from the theoretical weight of that lot. No bar shall have a minimum cross section over 6 per cent less than the theoretical cross section. If 5 per cent or more of the bars in any lot fail to meet this requirement, the lot shall be rejected. The term "lot" in this section shall be taken to include all bars of the same nominal weight per linear foot contained in a carload and represented by one invoice.

V. DETAIL REQUIREMENTS.

1. Chemical Composition. - The phosphorus content of grades 1, 2 and 3 steel shall not exceed 0.070, 0.100, and 0.125 per cent for classes a, b, and c, respectively. Grade 4 steel shall not be subjected to any chemical tests.

2. Manufacturers' Analyses. - For grades 1, 2 and 3, the manufacturer shall furnish the analyses given in section V. 2. (a) and (b). The phosphorus content shall not exceed that specified in section V. 1.

(a) Open Hearth Steel. - An analysis of each melt of steel showing the percentages of carbon, manganese, phosphorus and sulphur.

(b) Bessemer Steel. - An analysis of each melt, or lot of 10 tons, showing the percentage of carbon, and also an analysis for each 12-hour period showing the percentages of manganese, phosphorus and sulphur. This shall be considered as representing all melts poured during this period.

3. Tension and Bend Tests.

(a) The bars shall conform to the requirements given in Tables 1 and 2 as to tension properties and bend test requirements respectively.

(b) The yield point shall be determined by the drop of the beam of the testing machine.

4. Modifications in Elongation.

(a) For all bars, except cold twisted bars, over 3/4 inch in thickness or diameter, a deduction from the percentages of elongation specified in Table 1 of 0.25 per cent shall be made for each increase of 1/32 inch of the specified thickness or diameter above 3/4 inch.

(b) For all bars, except cold twisted bars, under $7/16$ inch in thickness or diameter, a deduction from the percentages of elongation specified in Table 1 of 0.5 per cent shall be made for each decrease of $1/32$ inch of the specified thickness or diameter below $7/16$ inch.

VI. METHODS OF INSPECTION AND TESTS.

1. Number of Tests.

(a) For billet steel, two tension and two bend tests shall be made from each melt, unless the finished material from a melt is less than 25 short tons, when one tension and one bend test shall be sufficient. For bessemer billet steel, one tension and one bend test shall be made from each lot of ten short tons or less when the melts cannot be identified. If, however, material from one melt or test lot differs $3/8$ inch or more in thickness, the thickest and thinnest material rolled shall each be represented by one tension and one bend test, regardless of the weight of the melt or test lot.

(b) For rail steel, one tension and one bend test shall be made from each lot of 10 short tons or less of each size of bar rolled from rails varying not more than 10 pounds per yard in nominal weight.

2. Test Specimens.

(a) Tension and bend test specimens for plain and deformed bars shall be taken from the finished bars, and shall be of the full thickness or diameter of bars as rolled; except that the specimens for deformed bars may be machined for a length of at least 9 inches, if deemed necessary to obtain uniform cross section.

(b) Tension and bend test specimens for cold twisted bars shall be taken from the finished bars without further treatment, except as specified in Section VIII. 3.. Tension and bend test specimens for hot twisted bars shall be taken from the finished bars without further treatment.

3. Bend Tests. - The test specimen shall bend cold around a pin without cracking on the outside of the bent portion, as specified in Table 2.

VII. PACKING AND MARKING OF SHIPMENTS.

Bars shall be made up in bundles, securely wired, as specified in the contract or purchase order. A metal tag shall be affixed to each bundle upon which shall be stamped data, as directed.

VIII. NOTES.

1. When specifying material in accordance with this specification, the type (A, B, C or D), the grade (1, 2, 3 or 4), and the class (a, b or c), should be definitely stated.

2. Type A, plain bars and type B, deformed bars, may be obtained in any of the four grades specified in section II. 2.

3. Type D, cold twisted bars, in addition to being obtainable in accordance with the properties after twisting as specified herein, may be purchased on the basis of tests of the hot rolled bars before twisting, in which case these latter tests shall govern and shall conform to the requirements specified for type A, plain bars of grade 1, structural steel.

4. While type C, hot twisted bars, are obtainable in any of the four grades, 1, 2, 3 and 4, they are usually purchased only in grades 3 and 4.

5. The areas (with their equivalent sizes of square and round bars) given in the following list conform to Simplified Practice Recommendation No. 26 of the Department of Commerce:

Area in square inches	:	Sizes of square and round bars in inches.
0.049	:	1/4 round
0.110	:	3/8 round
0.196	:	1/2 round
0.250	:	1/2 square
0.307	:	5/8 round
0.442	:	3/4 round
0.601	:	7/8 round
0.785	:	1 round
1.000	:	1 square
1.266	:	1-1/8 square
1.563	:	1-1/4 square

TABLE 1. -- TENSION PROPERTIES.

PROPERTIES CONSIDERED	TYPE A - PLAIN				TYPE B - DEFORMED TYPE C - HOT TWISTED				TYPE D COLD TWISTED
	BILLET STEEL			RAIL STEEL	BILLET STEEL			RAIL STEEL	BILLET STEEL
	GRADE 1 Struct- ural	GRADE 2 Inter- mediate	GRADE 3 Hard	GRADE 4 Hard	GRADE 1 Struct- ural	GRADE 2 Inter- mediate	GRADE 3 Hard	GRADE 4 Hard	GRADE 1 Struct- ural
Tensile Strength min. lbs. per sq. inch	55,000	70,000	80,000 (min.)	80,000	55,000	70,000	80,000 (min.)	80,000	Recorded only
Tensile Strength max. lbs. per sq. inch	70,000	90,000	----	----	70,000	90,000	----	----	Recorded only
Yield Point min. lbs. per sq. inch	33,000	40,000	50,000	50,000	33,000	40,000	50,000	50,000	55,000
Elongation in 8 inches, minimum per cent	1400000 Tens.Str. (*)	1300000 Tens.Str. (*) #	1200000 Tens.Str. (*)	1200000 Tens.Str. (*)	1250000 Tens.Str. (*)	1125000 Tens.Str. (*) †	1000000 Tens.Str. (*)	1000000 Tens.Str. (*)	5

(*) See Section V. 4.

In no case less than 16 per cent.

† In no case less than 14 per cent.

TABLE 2. -- BEND TEST REQUIREMENTS.

THICKNESS OR DIAMETER OF BAR.	TYPE A - PLAIN				TYPE B - DEFORMED TYPE C - HOT TWISTED				TYPE D COLD TWISTED
	BILLET STEEL			RAIL STEEL	BILLET STEEL			RAIL STEEL	BILLET STEEL
	GRADE 1 Struct- ural	GRADE 2 Inter- mediate	GRADE 3 Hard	GRADE 4 Hard	GRADE 1 Struct- ural	GRADE 2 Inter- mediate	GRADE 3 Hard	GRADE 4 Hard	GRADE 1 Struct- ural
Under 3/4 inch	180 deg. d = t	180 deg. d = 2t	180 deg. d = 3t	180 deg. d = 3t	180 deg. d = t	180 deg. d = 3t	180 deg. d = 4t	180 deg. d = 4t	180 deg. d = 2t
3/4 inch and over	180 deg. d = t	90 deg. d = 2t	90 deg. d = 3t	90 deg. d = 3t	180 deg. d = 2t	90 deg. d = 3t	90 deg. d = 4t	90 deg. d = 4t	180 deg. d = 3t

Explanatory Note:

d = The diameter of pin about which the specimen is bent.

t = The thickness or diameter of the specimen.

RECEIVED
OCT 19 1935

October 16, 1935

Procurement Division,
Public Works Branch,
Treasury Department,
Washington, D. C.

Re: U. S. Mint
Denver, Colorado.

Sir:

We advised you in a letter of October 8th that seventy-five tons
of structural steel would be rolled by the

UNITED FUEL AND EQUIPMENT COMPANY

at their Minnequa, Colorado Plant.

We wish to correct this and at the same time advise you that the
seventy-five tons of structural steel will be rolled by the

COLORADO FUEL & IRON COMPANY

at their Plant in Minnequa, Colorado.

The United Fuel and Equipment Company is a subsidiary of the Colorado
Fuel And Iron Company.

Very truly yours,

F. J. KIRCHHOF CONSTRUCTION COMPANY

431 Woodward Building
Washington, D. C. Office

AHK:ies
CC Job
CC Home Office
CC C.E. ✓

October 19, 1935

Procurement Division,
Public Works Branch,
Treasury Department,
Washington, D. C.

Re: U. S. Mint
Denver, Colorado

Sir:

We are transmitting herewith in quadruplicate shop detail sheets Nos. 3, 4, 5, 13, and 22 to 35 inclusive, showing structural steel details on the above project, as prepared by the

MIDWEST STEEL AND IRON WORKS COMPANY
of Denver, Colorado.

Sheets 3, 4, 5, and 13 were transmitted to you in our letter of October 8th, and approved with notations in red, but since previous transmission, additions have been made to these sheets.

Some of the last sheets have incomplete details, and are subject to change, due to the fact that we are not able to check locations of steel in place in the roof of the present building; and this will be done just as soon as the progress of construction permits.

We wish to thank you for a prompt approval of these shop drawings.

Very truly yours,

F. J. KIRCHHOFF CONSTRUCTION CO.

431 Woodward Building
Washington, D. C. Office

ANK:les

CC Job
CC Home Office
CC C.E. ✓

Denver, Colorado, Mint.

September 25, 1935.

SA-3

F. J. Kirchhof Construction Co.,
700 Lawrence Street,
Denver, Colorado.

Gentlemen:

Reference is made to your contract for the construction of the Denver, Colorado, Mint, and particularly, to your letter of September 21, 1935, advising the name and location of the mill and shop where the reinforcing steel will be rolled and fabricated.

In this connection you are advised that mill inspection of the reinforcing steel will be waived provided a certified tension and bend test is submitted to this office showing that this steel conforms to the contract requirements.

Shop inspection of this material will be performed by a representative of this office and you will be advised in a separate communication of the name and address of the engineer directed to make this inspection.

By direction of the Supervising Engineer:

Respectfully,

Superintendent of
Structural Engineering.

cc: District Engineer
cc: Construction Engineer
cc: F. E. Kaufman
cc: SE:PM

mk/tl/

October 10, 1935.

SA-3

F.J. Kirchhof Construction Company,
#700 Lawrence Street,
Denver, Colorado.

Gentlemen:

Reference is made to your contract for the construction of the Denver, Colorado, Mint, and particularly, to your letter of October 8, 1935, regarding the structural steel for this project.

In this connection you are advised that the Inspector of Naval Material, Carnegie Building, Munhall, Pa., has been requested to make the mill inspection of the steel to be rolled by the Bethlehem Steel Company, and the Inspector of Naval Material, #1105 Post Office Building, Canal & Van Buren Streets, Chicago, Illinois, has been requested to make the mill inspection of the steel to be rolled by the Illinois Steel Company, South Works, Chicago, Illinois.

Mill inspection of the steel to be rolled by the United Fuel & Equipment Company, Minnequa, Colorado, will be waived, provided certified copies of mill test reports are available showing that this steel conforms to the contract requirements and that this material bears the mill marks of the above-mentioned mill.

Shop inspection of the structural steel will be performed by a representative of this office and you will be advised in a separate communication of the name and address of the engineer directed to make this inspection.

By direction of the Supervising Engineer:

Respectfully,

c.c. Frank E. Kaufman
c.c. Fistr. Engr.
c.c. Cobstr. Engr.
c.c. SE-PM

Superintendent of
Structural Engineering.

October 12, 1935.

SA-S

Inspector of Naval Material,
Carnegie Building,
Munhall, Pa.

Sir:

In accordance with Circular Letter No.33, dated August 27, 1930, Office of the Chief Coordinator, Washington, D.C., you are requested to make the mill inspection of approximately two hundred forty tons(240)of structural steel, to be rolled by the Bethlehem Steel Company, at their plants in Buffalo, New York and Johnstown, Pa., for the Midwest Steel & Iron Works Company, Denver, Colorado, sub-contractors, in connection with the construction of the Denver, Colorado, Mint, under a contract with F.J. Kirchhof Construction Company, #700 Lawrence Street, Denver, Colorado.

Under separate cover there is being forwarded to you, a copy of Federal Specification No.QQ-S-721, for your use in making the inspection.

You are requested to forward one copy of your report of this inspection to this office and you will be advised in a separate communication of the name and address of the engineer directed to make the shop inspection of this material, to whom one copy of your inspection report should be forwarded.

The cost of the inspection is chargeable to an appropriation entitled, "2x872 Emergency Construction of Public Buildings, Act June 19, 1934."

By direction of the Secretary:

(4)INM(2) "A"
(1)Contr;(1) C.E.
(1)Distr.Engr.
(1)SE-PM
(1)Sample Room

Respectfully,

Assistant Director of Procurement.

mk

"A"

October 11, 1935.

RA-8

Inspector of Naval Material,
#1165 Post Office Building,
Canal & Van Buren Streets,
Chicago, Illinois.

Sir:

In accordance with Circular Letter No. 55, dated August 27, 1935, Office of the Chief Coordinator, Washington, D. C., you are requested to make the mill inspection of approximately one hundred sixty tons(160) of structural steel, to be rolled by the Illinois Steel Company, South Works, Chicago, Illinois, for the Midwest Steel & Iron Works Company, Denver, Colorado, sub-contractors, in connection with the construction of the Denver, Colorado, Mint, under a contract with F. J. Kireihof Construction Company, #700 Lawrence Street, Denver, Colorado.

Under separate cover there is being forwarded to you, a copy of Federal Specification No. 48-2-721, for your use in making the inspection.

You are requested to forward one copy of your report of this inspection to this office, and you will be advised in a separate communication of the name and address of the engineer directed to make the shop inspection of this material, to whom one copy of your inspection report should be forwarded.

The cost of the inspection is chargeable to an appropriation entitled, "Ex572 Emergency Construction of Public Buildings, Act June 19, 1934."

By direction of the Secretary:

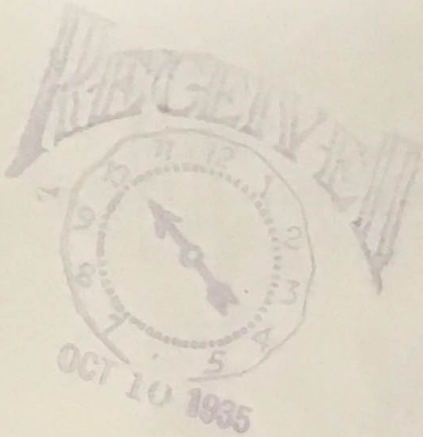
Respectfully,

Assistant Director of Procurement.

(4)INM(2) "A"
(1)Contr;(1)C.E.
(1) Dist. Engr.
(1)SE-FM(1)S. Room
(1)Frank Kaufman

mk/tl.

"A"



October 8, 1935

Procurement Division,
Public Works Branch,
Treasury Department,
Washington, D. C.

Re: U. S. Mint
Denver, Colorado.

Sir:

We wish to advise you as follows with reference to the structural steel, to be used on the above project:

240 tons from the Bethlehem Steel Company, on which the wide flange sections will be rolled at Buffalo, N. Y. and the plates will be rolled at Johnstown, Penna.

160 tons will be purchased from the Illinois Steel Company and rolled at their Southern Works, Chicago, Illinois.

75 tons will be rolled by United Fuel and Equipment Company at their Minnequa Colorado plant.

All of the above material will be fabricated at the plant of the
MIDWEST STEEL AND IRON WORKS COMPANY
at Denver, Colorado.

There are approximately 475 tons of structural steel required for this job.

This letter supersedes and cancels our letter of October 1st, at which time we gave you a partial list of the structural steel required on this project.

We would appreciate having you advise us as to whether or not you will waive mill and shop inspection on the above mentioned tonnage of structural steel.

Very truly yours,

F. J. KIRCHHOF CONSTRUCTION CO.

CC: Job
CC: Home Office
CC: C. E. ✓

431 Woodward Building
Washington, D. C. Office



October 8, 1935

Procurement Division,
Public Works Branch,
Treasury Department,
Washington, D. C.

Re: U. S. Mint
Denver, Colorado

Sir:

We are transmitting herewith in quadruplicate shop drawings, No. 1 to 4, inclusive, and shop drawings Nos. 6 to 21, inclusive, showing structural steel details, as prepared by the

MIDWEST STEEL AND IRON WORKS COMPANY

of Denver, Colorado, and to be used in connection with the above project.

These structural steel details are for the new extension up to the roof with the exception of the tank and washing decks and a few beams in the attic, details of which will follow promptly.

We wish to thank you for a prompt approval of these shop drawings.

Very truly yours,

F. J. KIRCHHOFF CONSTRUCTION COMPANY

431 Woodward Building,
Washington, D. C. Office

ANK:ies

CC Job
CC Home Office
CC C. E. ✓

October 11, 1935.

SA-8

Inspector of Naval Material,
Carnegie Building,
Munhall, Pa.

Sir:

Reference is made to Procurement Division letter of October 12, 1935, requesting you to perform the mill inspection of structural steel, rolled in your district, for the Denver, Colorado, Mint.

You are advised that Mr. James D. Owens, Construction Engineer, U.S. Mint, Denver, Colorado, has been directed to perform the shop inspection of the structural steel for this project, to whom one copy of your inspection report should be forwarded.

By direction of the Supervising Engineer:

Respectfully,

Superintendent of
Structural Engineering.

c.c. Distr. Engr.
c.c. Constr. Engr.
c.c. SE-PM

mk

October 12, 1935.

SA-9

Inspector of Naval Material,
Room 1105 Post Office Building,
Canal & Van Buren Streets,
Chicago, Illinois.

Sir:

Reference is made to Procurement Division letter of October 12, 1935, requesting the mill inspection of structural steel to be rolled by the Illinois Steel Company, South Works, Chicago, Illinois, for the Denver, Colorado, Mint.

You are advised that Mr. James D. Owens, Construction Engineer, U.S. Mint, Denver, Colorado, has been directed to perform the shop inspection of the structural steel for this project, to whom one copy of your inspection report should be forwarded.

By direction of the Supervising Engineer:

Respectfully,

Superintendent of
Structural Engineering.

c.c. Distr. Engr.
c.c. Constr. Engr.
c.c. SE-PM

mk

DENVER, COLO. MINT.

Procurement Division, Public Works Br.

"GENERAL EXPENSES."

PW-SA-S

October 11, 1935.

Inspector Naval Material,
1105 Postoffice Building,
Canal & Van Buren Streets,
Chicago, Illinois.

Your wire tenth inspection desired structural steel rolled Illinois
Steel Company Chicago Denver Colorado Mint F.J. Kirchhof Construction
Company general contractors(stop)Formal request follows.

Superintendent of
Structural Engineering.

Confirmation mailed

c.c. Distr. Engr.
c.c. Constr. Engr.
c.c. SE-PM

mk

DENVER, COLO.MINT.

Procurement Division, Public Works Branch

"GENERAL EXPENSES."

PE-SA-S

October 8, 1935.

Inspector Naval Material,
Carnegie Building
Hunhall, Pa.

Your letter first inspection desired structural steel rolled your district Denver Colorado Mint Midwest Steel and Iron Works Company subcontractors F.J. Kibbehof Construction Company Denver Colorado general contractors(stop)Formal request will follow.

Superintendent of
Structural Engineering.

Confirmation mailed

c.c. Distr.Engr.
c.c. Constr.Engr.
c.c. SE-PM

mk

